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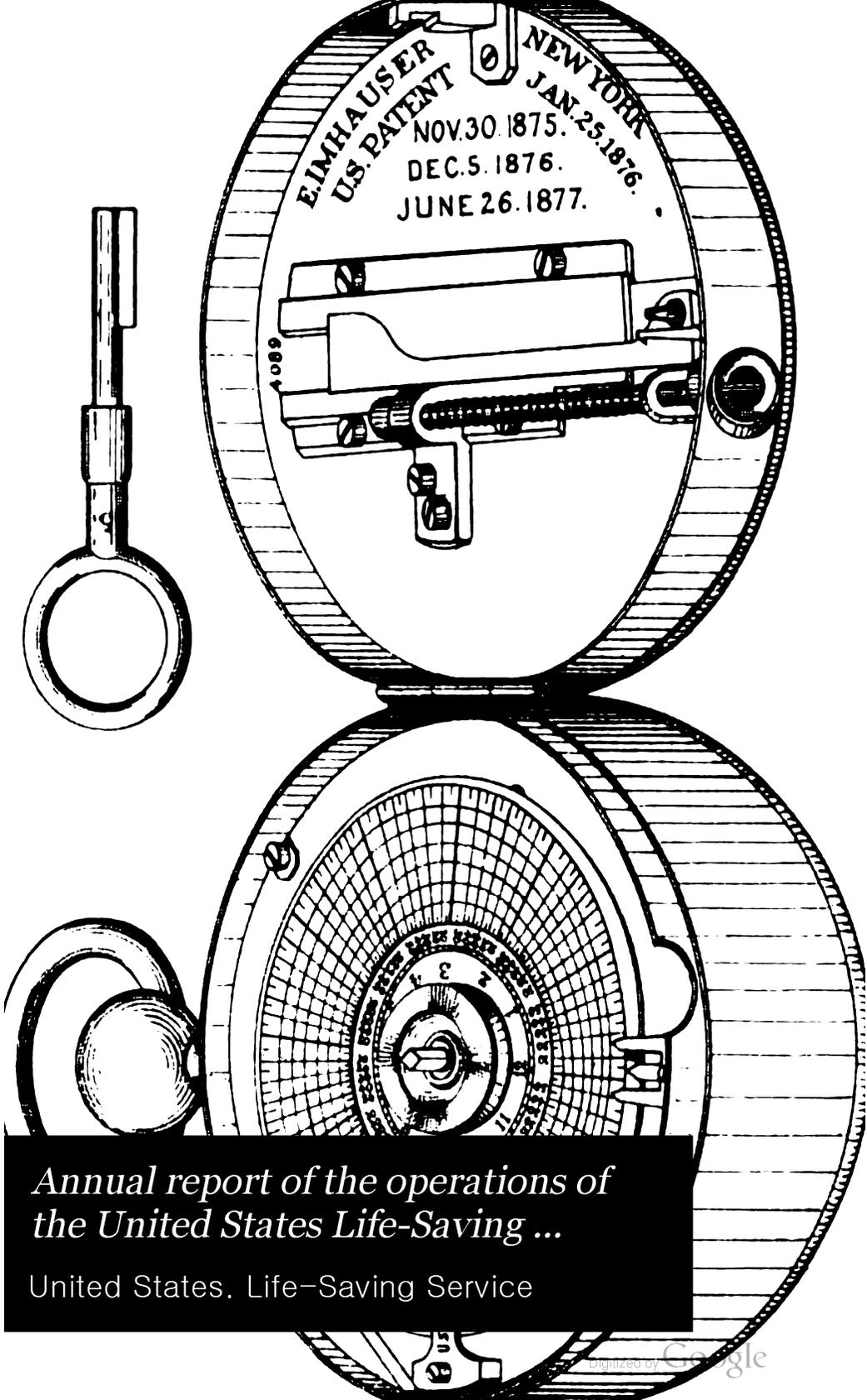
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JUNE 26. 1877.

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the United States Life-Saving ...*

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ANNUAL REPORT

OF THE



VIII - 1776

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1886.

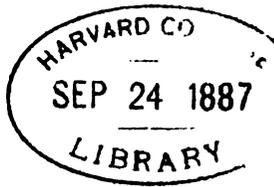


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ORGANIZATION

OF THE

UNITED STATES LIFE-SAVING SERVICE.

(In Conformity to Act of Congress approved June 18, 1878.)

SUMNER I. KIMBALL, General Superintendent.
WILLIAM D. O'CONNOR, Assistant General Superintendent.
Capt. JAMES H. MERRYMAN, United States Revenue Marine, Inspector of Life-Saving Stations.
Capt. JAMES H. MERRYMAN, United States Revenue Marine, } Superintendents of Construction of Life-Saving Stations.
Capt. GEORGE W. MOORE, United States Revenue Marine, }

ASSISTANT INSPECTORS.

First District.—Capt. FRANK BARR, United States Revenue Marine, Portland, Maine.

Second District.—Capt. JOHN C. MITCHELL, United States Revenue Marine, Boston, Massachusetts.

Third District.—Lieut. CHARLES F. SHOEMAKER, United States Revenue Marine, Centre Moriches, New York.

Fourth District.—Lieut. CHARLES H. MCLELLAN, United States Revenue Marine, Tom's River, New Jersey.

Fifth District.—Lieut. WILLIAM S. BALDWIN, United States Revenue Marine, Onancock, Virginia.

Sixth District.—Lieut. EDMOND C. CHAYTOR, United States Revenue Marine, Norfolk, Virginia.

Seventh District.— * * *

Eighth District.—Capt. HENRY T. BLAKE, United States Revenue Marine, Galveston, Texas.

Ninth District.—For Lake Ontario: Capt. DAVID C. CONSTABLE, United States Revenue Marine, Oswego, New York.

For Lake Erie: Capt. DANIEL B. HODGSDON, United States Revenue Marine, Erie, Pennsylvania.

Tenth District.—Capt. SAMUEL S. WARNER, United States Revenue Marine, Detroit, Michigan.

Eleventh District.—Lieut. JAMES H. ROGERS, United States Revenue Marine, Chicago, Illinois.

Twelfth District.—Capt. JOHN W. WHITE, United States Revenue Marine, East Oakland, California.

Lieut. THOMAS D. WALKER, United States Revenue Marine, on special duty, Washington, D. C.

ORGANIZATION OF THE LIFE-SAVING SERVICE.

DISTRICT SUPERINTENDENTS.

- First District.*—JOHN M. RICHARDSON, Portland, Maine.
Second Distr. ct.—BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District.—ARTHUR DOMINY, Bay Shore, Long Island, New York.
Fourth District.—JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Fifth District.—BENJAMIN S. RICH, Onancock, Virginia.
Sixth District.—THOMAS J. POYNER, Poplar Branch, North Carolina.
Seventh District.—FRANK W. SAMS, New Smyrna, Florida.
Eighth District.—WILLIAM A. HUTCHINGS, Galveston, Texas.
Ninth District.—DAVID P. DOBBINS, Buffalo, New York.
Tenth District.—JEROME G. KIAH, Sand Beach, Michigan.
Eleventh District.—NATHANIEL ROBBINS, Grand Haven, Michigan.
Twelfth District.—THOMAS J. BLAKENEY, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

- Third District.*—JOHN WATERS, Newport, Rhode Island.

BOARD ON LIFE-SAVING APPLIANCES.

- Capt. FRANK R. BABY, New York City, *President*.
 Capt. JAMES H. MERRYMAN United States Revenue Marine, Inspector Life-Saving Stations.
 Capt. DAVID A. LYLE, Ordnance Department, United States Army.
 Lieut. THOMAS D. WALKER, United States Revenue Marine, Assistant Inspector Life-Saving Stations, *Recorder*.
 BENJAMIN C. SPARROW, Esq., Superintendent Second District, Life-Saving Service.
 DAVID P. DOBBINS, Esq., Superintendent Ninth District, Life-Saving Service.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 27, 1886.

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1886, and of the expenditures of the moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

A compilation of the statistics of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries, collected under authority of the act of June 20, 1874, is included.

I have the honor to be, very respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. DANIEL MANNING,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.
1886.

REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE.

OPERATIONS.

The Life-Saving Establishment embraced at the close of the last fiscal year two hundred and eleven stations, distributed upon the sea and lake coasts as follows :

| | |
|---|-----|
| First District, (coast of Maine and New Hampshire) | 8 |
| Second District, (coast of Massachusetts) | 18 |
| Third District, (coast of Rhode Island and Long Island)..... | 38 |
| Fourth District, (coast of New Jersey) | 41 |
| Fifth District, (coast from Cape Henlopen to Cape Charles) | 15 |
| Sixth District, (coast from Cape Henry to Cape Fear River) | 27 |
| Seventh District, (eastern coast of Florida and coast of Georgia and South Carolina)..... | 12 |
| Eighth District, (Gulf coast) | 6 |
| Ninth District, (Lakes Erie and Ontario) | 10 |
| Tenth District, (Lakes Huron and Superior) | 13 |
| Eleventh District, (Lake Michigan)..... | 16 |
| Twelfth District, (Pacific coast) | 7 |
| Total | 211 |

One hundred and sixty-five of these stations were on the Atlantic, thirty-eight on the lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky.

The periods of the employment of surfmen at such of the stations as were manned with crews during any portion of the year, which periods, respectively, constituted what is termed the active season, are shown by the following statement :

Employment of surfmen, season of 1885-'86.

| District | Stations. | Period of employment. |
|----------|---|---|
| 1 | Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Huntwell's Beach, Fletcher's Neck, and Eye Beach. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |
| 2 | Plum Island, Davis Neck, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Parnet River, Caboon's Hollow, Naussett, Orleans, Chatham, Monomoy, Coskata, Surfside, and Muskeget. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |

Employment of surfmen, season of 1885-'86—Continued.

| District | Stations. | Period of employment. |
|----------|---|--|
| 3 | Brenton's Point, Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Mecox, Southampton, Tiana, Quogue, Putunk, Moriches, Smith's Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones's Beach, Zach's Inlet, Short Beach, Point Lookout, Long Beach, Far Rockaway, Rockaway, Rockaway Point, and Eaton's Neck. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |
| | Forge River | 6 surfmen from September 8, 1885, to November 30, 1885, inclusive, and 7 from December 1, 1885, to April 30, 1886, inclusive. |
| | Coney Island | 6 surfmen from September 15, 1885, to November 30, 1885, inclusive, and 7 from December 1, 1885, to April 30, 1886, inclusive. |
| | Shinnecock | 6 surfmen from September 23, 1885, to November 30, 1885, inclusive, and 7 from December 1, 1885, to April 30, 1886, inclusive. |
| | Georgica | 6 surfmen from September 25, 1885, to November 30, 1885, inclusive, and 7 from December 1, 1885, to April 30, 1886, inclusive. |
| 4 | Sandy Hook, Spermaceti Cove, Seabright, Monmouth, Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bay Head, Mantoloking, Chadwick's, Tom's River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island and Harvey's Cedars, Ship Bottom, Long Beach, Bond's, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecom, Great Egg, Ocean City, Peck's Beach, Corson's Inlet, Sea Isle City, Townsend's Inlet, Tatham's, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |
| 5 | Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, North Beach, Green Run Inlet, Pope's Island, Assateague Beach, Wollop's Beach, Watchapreague, Parramore's Beach, Hog Island, Cobb's Island, and Smith's Island. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |
| 6 | Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whale's Head, Poyner's Hill, Caffey's Inlet, Paul Gault's Hill, Kitty Hawk, Kill Devil Hills, Nag's Head, Bodie's Island, Oregon Inlet, Pea Island, New Inlet, Chicamicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Cape Hatteras, Creed's Hill, Durant's, Ocracoke, and Cape Fear. | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive, and 7 at each from December 1, 1885, to April 30, 1886, inclusive. |
| 8 | San Luis | 6 surfmen from September 1, 1885, to November 30, 1885, inclusive; 7 from December 1, 1885, to January 6, 1886, inclusive, and 6 from January 7, 1886, to April 30, 1886, inclusive. |
| | Saluria, Aransas, and Brazos | 6 surfmen at each station from September 1, 1885, to November 30, 1885, inclusive; 7 at each from December 1, 1885, to January 31, 1886, inclusive, and 6 at each from February 1, 1886, to April 30, 1886, inclusive. |
| | Santa Rosa | 6 surfmen from March 1, 1886, to April 30, 1886, inclusive. |
| 9 | Big Sandy | 7 surfmen from July 1, 1885, to December 8, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Salmon Creek* | 7 surfmen from July 1, 1885, to December 8, 1885, inclusive. |
| | Oswego | 7 surfmen from July 1, 1885, to December 7, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Charlotte | 1 surfman from July 1, 1885, to December 7, 1885, inclusive, and 2 from April 1, 1886, to June 30, 1886, inclusive. |

* Destroyed by fire March 27, 1886.

Employment of surfmen, season of 1885-'86—Continued.

| District. | Subject. | Period of employment. |
|-----------|--|---|
| 9 | Buffalo | 7 surfmen from July 1, 1885, to December 9, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Erie | 7 surfmen from July 1, 1885, to December 10, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Fairport and Cleveland | 7 surfmen at each station from July 1, 1885, to December 11, 1885, inclusive, and 7 at each from April 1, 1886, to June 30, 1886, inclusive. |
| | Point Marblehead | 7 surfmen from July 1, 1885, to December 12, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Louisville..... | 6 surfmen from July 1, 1885, to June 30, 1886, inclusive. |
| 10 | Sand Beach and Middle Island | 8 surfmen at each station from July 1, 1885, to December 10, 1885, inclusive, and 8 at each from April 1, 1886, to June 30, 1886, inclusive. |
| | Point aux Barques, Grindstone City, Sturgeon Point, and Hammond's Bay. | 7 surfmen at each station from July 1, 1885, to December 10, 1885, inclusive, and 7 at each from April 1, 1886, to June 30, 1886, inclusive. |
| | Ottawa Point..... | 7 surfmen from July 1, 1885, to December 14, 1885, inclusive, and 7 from April 1, 1886, to June 30, 1886, inclusive. |
| | Thunder Bay Island | 8 surfmen from July 1, 1885, to December 11, 1885, inclusive, and 8 from April 1, 1886, to June 30, 1886, inclusive. |
| | Vermillion Point, Two Heart River, and Muskallonge Lake. | 7 surfmen at each station from July 1, 1885, to November 30, 1885, inclusive, and 7 at each from April 27, 1886, to June 30, 1886, inclusive. |
| | Crisps | 7 surfmen from July 1, 1885, to November 30, 1885, inclusive, and 7 from April 28, 1886, to June 30, 1886, inclusive. |
| | Ship Canal..... | 8 surfmen from July 1, 1885, to December 2, 1885, inclusive, and 8 from April 23, 1886, to June 30, 1886, inclusive. |
| 11 | North Manitou Island | 6 surfmen from July 1, 1885, to November 30, 1885, inclusive, and 7 from April 23, 1886, to June 30, 1886, inclusive. |
| | Point Betsy..... | 7 surfmen from July 1, 1885, to November 30, 1885, inclusive, and 7 from April 5, 1886, to June 30, 1886, inclusive. |
| | Manistee, Grand Point au Sable, Muskegon, Saint Joseph, Kenosha, Racine, Subboyan, and Two Rivers. | 7 surfmen at each station from July 1, 1885, to November 30, 1885, inclusive, and 7 at each from April 1, 1886, to June 30, 1886, inclusive. |
| | Ludington, Grand Haven, Chicago, and Milwaukee. | 7 surfmen at each station from July 1, 1885, to December 16, 1885, inclusive, and 7 at each from April 1, 1886, to June 30, 1886, inclusive. |
| | Evanston | 7 surfmen from July 1, 1885, to November 30, 1885, inclusive, and 6 from April 1, 1886, to June 30, 1886, inclusive. |
| 12 | Shoalwater Bay..... | 6 surfmen from November 1, 1885, to June 30, 1886, inclusive. |
| | Cape Disappointment..... | 8 surfmen from August 10, 1885, to April 30, 1886, inclusive. |
| | Humboldt Bay and Golden Gate Park | 6 surfmen at each station from July 1, 1885, to June 30, 1886, inclusive. |

District No. 7 is excluded from the foregoing statement, no crews having been employed in its stations, which, with two exceptions, are simply well-provisioned houses of refuge for the shipwrecked, under the charge of keepers only, as has been explained in previous reports. The two exceptions are those at Morris Island, South Carolina, and Jupiter Inlet, Florida, which were completed during the year but not manned until after its expiration.

STATISTICS.

There were, according to the reports of the district officers, three hundred and twenty-two disasters to documented vessels within the scope of the Service during the year. On board these vessels were two thousand seven hundred and twenty-six persons; of whom two thousand six hundred and ninety-nine were saved and twenty-seven lost.

The estimated value of the vessels involved in the disasters was \$4,428,330, and that of their cargoes \$2,073,805, making the total value of property involved \$6,502,135. Of this amount, \$5,073,078 was saved, and \$1,429,057 lost. The number of vessels totally lost was eighty-eight.

In addition to the foregoing there were during the year one hundred and forty-five casualties to smaller craft, such as sail-boats, row-boats, &c., on which there were three hundred and forty-eight persons, of whom three hundred and forty-six were saved and two lost. The property involved in these instances is estimated at \$111,420, of which \$98,250 was saved and \$13,170 lost.

The results of all the disasters within the scope of the Service aggregate, therefore, as follows:

| | |
|---|-------------|
| Total number of disasters..... | 467 |
| Total value of property involved..... | \$6,613,555 |
| Total value of property saved..... | \$5,171,326 |
| Total value of property lost..... | \$1,442,227 |
| Total number of persons involved..... | 3,074 |
| Total number of persons saved..... | 3,045 |
| Total number of persons lost..... | 29 |
| Total number of shipwrecked persons succored at stations..... | *207 |
| Total number of days' succor afforded..... | 12,000 |
| Number of vessels totally lost..... | 73 |

The apportionment of the foregoing statistics to the Atlantic, Lake, and Pacific coasts, respectively, is shown in the following table:

| | Total number of disasters. | Total value of vessels. | Total value of cargoes. | Total amount of property involved. | Total amount of property saved. | Total amount of property lost. | Total number of persons on board. | Total number of persons saved. | Total number of persons lost. | Number of shipwrecked persons succored at stations. | Total number of days' succor afforded. | Number of disasters involving total loss of vessels. |
|-------------------------------|----------------------------|-------------------------|-------------------------|------------------------------------|---------------------------------|--------------------------------|-----------------------------------|--------------------------------|-------------------------------|---|--|--|
| Atlantic and Gulf coasts..... | 298 | \$3,030,375 | \$1,671,955 | \$4,711,330 | \$3,466,803 | \$1,244,527 | 1,870 | 1,845 | 25 | 709 | 1,873 | 77 |
| Lake coasts..... | 161 | 1,237,370 | 388,280 | 1,625,650 | 1,466,070 | 159,580 | 1,091 | 1,067 | 4 | 96 | 121 | 11 |
| Pacific coast..... | 8 | 246,675 | 20,900 | 276,575 | 238,455 | 38,120 | 113 | 113 | ... | 5 | 6 | ... |
| Total..... | 467 | 4,523,420 | 2,090,135 | 6,613,555 | 5,171,326 | 1,442,227 | 3,074 | 3,045 | 29 | 807 | 2,000 | 88 |

* Including 151 persons not on vessels in tables.

† Including 241 days' succor to persons not on vessels in tables.

‡ Including the river station at Louisville Kentucky.

The apportionment to the several districts is as follows:

First District.

| | |
|--|-----------|
| Number of disasters..... | 66 |
| Value of vessels..... | \$163,360 |
| Value of cargoes..... | \$37,955 |
| Total value of property..... | \$201,315 |
| Number of persons on board vessels..... | 271 |
| Number of persons saved..... | 270 |
| Number of persons lost..... | 1 |
| Number of shipwrecked persons succored at stations..... | 40 |
| Number of days' succor afforded..... | 95 |
| Value of property saved..... | \$173,650 |
| Value of property lost..... | \$27,665 |
| Number of disasters involving total loss of vessels..... | 8 |

Second District.

| | |
|--|-----------|
| Number of disasters..... | 54 |
| Value of vessels..... | \$373,470 |
| Value of cargoes..... | \$204,305 |
| Total value of property..... | \$577,775 |
| Number of persons on board vessels..... | 398 |
| Number of persons saved..... | 388 |
| Number of persons lost..... | 10 |
| Number of shipwrecked persons succored at stations..... | 144 |
| Number of days' succor afforded..... | 339 |
| Value of property saved..... | \$203,285 |
| Value of property lost..... | \$374,490 |
| Number of disasters involving total loss of vessels..... | 18 |

Third District.

| | |
|--|-----------|
| Number of disasters..... | 33 |
| Value of vessels..... | \$486,375 |
| Value of cargoes..... | \$205,445 |
| Total value of property..... | \$691,820 |
| Number of persons on board vessels..... | 256 |
| Number of persons saved..... | 255 |
| Number of persons lost..... | 1 |
| Number of shipwrecked persons succored at stations..... | 159 |
| Number of days' succor afforded..... | 398 |
| Value of property saved..... | \$440,260 |
| Value of property lost..... | \$251,560 |
| Number of disasters involving total loss of vessels..... | 9 |

Fourth District.

| | |
|--|-------------|
| Number of disasters..... | 67 |
| Value of vessels..... | \$1,105,040 |
| Value of cargoes..... | \$940,745 |
| Total value of property..... | \$2,045,785 |
| Number of persons on board vessels..... | 443 |
| Number of persons saved..... | 431 |
| Number of persons lost..... | 12 |
| Number of shipwrecked persons succored at stations..... | 94 |
| Number of days' succor afforded..... | 359 |
| Value of property saved..... | \$1,708,313 |
| Value of property lost..... | \$337,472 |
| Number of disasters involving total loss of vessels..... | 21 |

Fifth District.

| | |
|---|-----------|
| Number of disasters | 37 |
| Value of vessels | \$362,800 |
| Value of cargoes | \$161,430 |
| Total value of property | \$524,230 |
| Number of persons on board vessels | 257 |
| Number of persons saved | 257 |
| Number of persons lost | None |
| Number of shipwrecked persons succored at stations | 78 |
| Number of days' succor afforded | 177 |
| Value of property saved | \$415,235 |
| Value of property lost | \$108,995 |
| Number of disasters involving total loss of vessels | 10 |

Sixth District.

| | |
|---|-----------|
| Number of disasters | 29 |
| Value of vessels | \$509,980 |
| Value of cargoes | \$104,865 |
| Total value of property | \$614,845 |
| Number of persons on board vessels | 207 |
| Number of persons saved | 207 |
| Number of persons lost | None |
| Number of shipwrecked persons succored at stations | 55 |
| Number of days' succor afforded | 252 |
| Value of property saved | \$508,760 |
| Value of property lost | \$106,085 |
| Number of disasters involving total loss of vessels | 8 |

Seventh District.

| | |
|---|----------|
| Number of disasters | 2 |
| Value of vessels | \$16,200 |
| Value of cargoes | \$13,740 |
| Total value of property | \$29,940 |
| Number of persons on board vessels | 9 |
| Number of persons saved | 8 |
| Number of persons lost | 1 |
| Number of shipwrecked persons succored at stations | 7 |
| Number of days' succor afforded | 42 |
| Value of property saved | \$280 |
| Value of property lost | \$29,660 |
| Number of disasters involving total loss of vessels | 1 |

Eighth District.

| | |
|---|----------|
| Number of disasters | 10 |
| Value of vessels | \$22,150 |
| Value of cargoes | \$3,470 |
| Total value of property | \$25,620 |
| Number of persons on board vessels | 29 |
| Number of persons saved | 29 |
| Number of persons lost | None |
| Number of shipwrecked persons succored at stations | 8 |
| Number of days' succor afforded | 14 |
| Value of property saved | \$17,020 |
| Value of property lost | \$8,600 |
| Number of disasters involving total loss of vessels | 2 |

Ninth District.

| | |
|--|------------|
| Number of disasters..... | 74 |
| Value of vessels..... | \$484, 540 |
| Value of cargoes..... | \$131, 210 |
| Total value of property..... | \$615, 750 |
| Number of persons on board vessels..... | 455 |
| Number of persons saved..... | 454 |
| Number of persons lost..... | 1 |
| Number of shipwrecked persons succored at stations..... | 24 |
| Number of days' succor afforded..... | 27 |
| Value of property saved..... | \$588, 490 |
| Value of property lost..... | \$27, 260 |
| Number of disasters involving total loss of vessels..... | 4 |

Tenth District.

| | |
|--|------------|
| Number of disasters..... | 27 |
| Value of vessels..... | \$280, 490 |
| Value of cargoes..... | \$123, 360 |
| Total value of property..... | \$403, 850 |
| Number of persons on board vessels..... | 301 |
| Number of persons saved..... | 301 |
| Number of persons lost..... | None |
| Number of shipwrecked persons succored at stations..... | 11 |
| Number of days' succor afforded..... | 11 |
| Value of property saved..... | \$376, 930 |
| Value of property lost..... | \$26, 920 |
| Number of disasters involving total loss of vessels..... | 1 |

Eleventh District.

| | |
|--|------------|
| Number of disasters..... | 60 |
| Value of vessels..... | \$472, 340 |
| Value of cargoes..... | \$133, 710 |
| Total value of property..... | \$606, 050 |
| Number of persons on board vessels..... | 335 |
| Number of persons saved..... | 332 |
| Number of persons lost..... | 3 |
| Number of shipwrecked persons succored at stations..... | 36 |
| Number of days' succor afforded..... | 45 |
| Value of property saved..... | \$500, 650 |
| Value of property lost..... | \$105, 400 |
| Number of disasters involving total loss of vessels..... | 6 |

Twelfth District.

| | |
|--|------------|
| Number of disasters..... | 8 |
| Value of vessels..... | \$246, 675 |
| Value of cargoes..... | \$29, 900 |
| Total value of property..... | \$276, 575 |
| Number of persons on board vessels..... | 113 |
| Number of persons saved..... | 113 |
| Number of persons lost..... | None |
| Number of shipwrecked persons succored at stations..... | None |
| Number of days' succor afforded..... | None |
| Value of property saved..... | \$238, 455 |
| Value of property lost..... | \$38, 120 |
| Number of disasters involving total loss of vessels..... | None |

In addition to persons saved from vessels there were thirty-six others rescued who had fallen from wharves, piers, &c., and who would have perished without the help of the life-saving crews. The extent of the assistance rendered in saving vessels and cargoes was greater than in any previous year, four hundred and two vessels having been worked off when stranded, repaired when damaged, piloted out of dangerous places and similarly assisted by the station crews. There were also two hundred and twenty-four instances where vessels running into danger of stranding were warned off by the signals of the patrols, most of them thus being probably saved from partial or total destruction. The investigations held in each case of loss of life show that there was no failure in duty on the part of any of the life-saving crews, and that the twenty-nine persons who perished were entirely beyond the reach of human aid. One of the number, a woman cook, was drowned in attempting, against the remonstrance of her companions, to recover her personal effects from the cabin of the vessel while it was going to pieces; seven were lost during the operations for their rescue, being so nearly frozen as to be unable to co-operate with the life-saving crew; two were drowned by being held under the water by the sails and rigging of their capsized vessels; and one was drowned by attempting to swim ashore while the rescue of his shipmates was in progress; one died, after he was landed by the life-saving crew, from injuries received in attempting to save himself before their arrival; one was thrown into the sea from the rigging when the vessel struck; eleven were drowned from capsized boats before aid could reach them; three—two of them little children—were washed overboard before the discovery of the vessel, which had stranded in a thick fog; and two were swept overboard during the efforts to save them from a wreck which had been partially destroyed by fire before she struck. Full and specific accounts of all the circumstances connected with the loss of these lives are hereinafter given.

In the year's operations the surf-boat was used four hundred and twenty-one times, making six hundred and eight trips. The self-righting and self-bailing life-boat was used thirty-six times, making sixty-one trips. Smaller boats were used one hundred and seventy-two times, making two hundred and sixty-seven trips. The river life-skiffs at the Louisville Station, Ninth District, were used thirty-four times, making thirty-eight trips. The breeches-buoy was used twenty-five times, making two hundred passages. The wreck-gun was employed twenty-eight times, firing sixty-eight shots. The heaving-stick was used twenty-seven times. The rubber life-saving dress was used upon four occasions. There were landed by the surf-boat six hundred and one persons; by the life-boat, fifty-four; by the smaller boats, one hundred and fifty-five; by the river life-skiffs, ninety-nine; and by the breeches-buoy, one hundred and ninety-four. Four persons were assisted to land by means of heaving-lines, which were attached to their

bodies, the surfmen on shore drawing in the lines. Seven men were rescued by surfmen jumping into the water and drawing the men from beneath their capsized boats; one person losing his hold upon a line while being drawn ashore was rescued by the surfmen clasping hands and rushing into the surf after him; four were dragged ashore through the surf by the whip-line, the men holding firmly on to it or attaching it to their bodies; eleven were brought ashore by surfmen jumping into the surf and undertow and assisting them to land; three were rescued by a surfman, who, with a line held by his comrades, attached to his body, waded out into the water and assisted them through the surf, and three persons swung themselves ashore by means of a hawser, which had been got to the vessel by the shot-line.

The number, violence, and destructiveness of the storms which occurred during the year exceeded the record of any former year since the general extension of the Service upon the sea and lake coasts. In one storm there were no less than thirty wrecks within the scope of the operations of the Service, and in a single day (the 9th of January) there were twenty-three. The Service, however, did not fail to match its previous record of effectiveness in saving life and property. The number of casualties was greater by twenty-eight than that of any former year, yet the loss of life is fifteen less than the average, and although the vessels and cargoes totally lost were twenty more than in any previous year, the amount of property lost was only about sixty-five thousand dollars greater than the average of the preceding year, while the amount saved is increased by nearly two million dollars.

The table given below contains a summary of results in the field of life-saving operations since the introduction of the present system:

GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871, (date of introduction of present system,) to close of fiscal year ending June 30, 1886.**

| | |
|---------------------------------------|--------------|
| Total number of disasters..... | 3,385 |
| Total value of vessels..... | \$39,733,495 |
| Total value of cargoes..... | \$18,643,754 |
| Total value of property involved..... | \$58,377,249 |
| Total value of property saved..... | \$41,449,257 |
| Total value of property lost..... | \$16,927,992 |

* It should be observed that the operations of the Service during this period have been limited as follows: Season of 1871-'72, to the coasts of Long Island and New Jersey; seasons of 1872-'74, to coasts of Cape Cod, Long Island, and New Jersey; season of 1874-'75, to the coasts of New England, Long Island, New Jersey, and coast from Cape Henry to Cape Hatteras; season of 1875-'76, coasts of New England, Long Island, New Jersey, coast from Cape Henlopen to Cape Charles, and coast from Cape Henry to Cape Hatteras; season of 1876-'77 and since, all the foregoing, with the addition of the eastern coast of Florida and portions of the lake coasts and during the past six years the coast of Texas.

| | |
|---|---------|
| Total number of persons involved* | 28, 083 |
| Total number of persons saved | 28, 317 |
| Total number of lives lost † | 486 |
| Total number of persons succored ‡ | 5, 636 |
| Total number of days' succor afforded | 15, 313 |

LOSS OF LIFE.

The shipwrecks attended with loss of life during the year, within the field of life-saving operations, were thirteen in number. A circumstantial narrative of each case is herewith given.

WRECK OF THE SCHOONER GEORGE B. SLOAN.

The first wreck of the year involving loss of life within the scope of the Life-Saving Service was that of the three-masted schooner George B. Sloan, and took place at about 3 o'clock in the stormy morning of October 30, 1885, at the entrance of the harbor of Oswego, (Ninth District,) Lake Ontario. The schooner was of three hundred and thirteen tons burden, and was bound from Ogdensburg, New York, without cargo, to the port where she met with disaster. Her company consisted of her master, five men, and the cook, a woman.

The harbor of Oswego consists of an irregular formation of massive stone piers, setting out into the lake from the mouth of the Oswego River. Opposite, and at right angles to the ends of these piers, at several hundred feet distance, are two constructions of crib-work, one of them of considerable length, which is called the west breakwater, and the other parallel with this, but much shorter, which is known as the east breakwater. Between the two is a space of three hundred and fifty feet, intended to constitute an entrance toward the mouth of the harbor, which the two barriers shield from the direct action of the sea. Built on a square of crib-work in the inner angle of the west breakwater, with which it connects by a bridge of trestlework, is an octagonal tower thirty-nine feet high, crowned with a red fixed light. In line with it, on the east breakwater, a lens lantern giving a white light is suspended from a pole thirty-five feet high. Behind, on the western harbor pier, stands the Oswego Light-House, a gray tower, seventy-two feet high, surmounted by a white light, which has a range of about fifteen miles.

It was toward this group of lights that the schooner was heading. Nothing else was visible from her deck to denote the contiguity of the city and haven. The night was heavily overcast and a furious north-east gale, blowing at the rate of fifty-five miles an hour, was streaming through the gloomy immensity. Before it, under a single-reefed fore-

* Including thirty-six persons rescued not on board vessels.

† One hundred and eighty-three of these were lost at the disasters of the steamers Huron and Metropolis—in the case of the former when the stations were not open, and in the latter when service was impeded by distance—and fourteen others in the same year, owing to similar causes.

‡ Including castaways not on board vessels embraced in tables.

sail, jib, and fore-staysail, the vessel fled headlong, her rigging fairly alive with the wild whistling and screeching of the wind. She was, as sailors say, flying light, being, as already stated, without cargo, or even ballast; and she virtually ran on the top of the sea, which coursed with her in black and enormous undulations. It was the captain's intention to take her into port through the open lake east of the breakwaters, but when about three miles away a heavy surge struck her and threw up her too buoyant stern, so that the rudder suddenly lost its hold on the water, and the vessel becoming for the moment beyond control whirled broadside to. After a few minutes of alarm and confusion she was brought upon her course once more, but the captain, fearful of her broaching to again and drifting in upon the beach if he made for the open water east of the port, resolved to endeavor to effect an entrance through the passage between the eastern and western breakwaters, and changed his direction accordingly.

The impetuous speed at which the vessel drove brought her in a few minutes abreast of the breakwaters. Nothing could be more lurid and alarming than the aspect of this scene of impending catastrophe. The immense abyss of storm-beaten gloom showed vaguely at unequal distances the spectral shapes of the light-house and beacon towers. From the summit of the light-house a pale light was doubtfully diffused, while the red beacon emitted a murky glow. Darkly revealed by this sinister half-light raged the awful waters. The huge black surges, suggesting masses of shadows but for the heavy crash of their breaking, flung themselves incessantly upon the breakwaters, which they overswept with vast swaths of livid foam, and every other moment fell back in terrible recoil with almost the force of their onset. Both of the breakwaters were completely smothered up, and their shape was evident only in an obscure diagram of furious breakers. Above all and through all were the yelling of the wind and the roaring of the sea.

No pause was possible for the vessel in her desperate course for the passage between the breakwaters. She came right on for the entrance, staggering forward in darkness reddened by the beacon, with the lights in her rigging, and was, as the captain testified, about forty feet from it when one of the terrific seas, before mentioned as momentarily recoiling from the barriers of crib-work, bounded backward from the eastern breakwater and threw her with a crash onto the corner of the western breakwater near the beacon. When it is remembered that she was over three hundred tons burden the destructive force of such an impact can be realized. The next instant another sea lifted and threw her stern with smashing force against a spur of the breakwater some thirty feet distant. Then she was hurled back broadside on against the main structure. In this way she was bowled to and fro on the monstrous huddle of waters with shocks that made the crib-work quiver, until within half an hour she was broken to pieces. At the end of that time, her captain testifies, there was not a vestige of her left.

A top stringer on the breakwater had, probably by one of the shocks of these collisions, been torn off, leaving a row of great iron bolts or spikes protruding upward. The captain, who had been standing on the topgallant forecastle with his night-glasses in his hand when the vessel struck, suddenly found himself, as by some ugly magic, clinging by one of these bolts in a wallow of water on the crib. The sea was bursting across the construction in torrents, and he lay in the wash without the slightest recollection of how he left the vessel. He presently saw some of the men working themselves along by the aid of the projecting bolts toward the beacon. They had mounted the bowsprit when the schooner had charged in and dropped one by one upon the breakwater. In the meantime the vessel was pounding heavily, thrashing the crib with the lower underside of her bowsprit. Presently she surged back, and then came on again with a tremendous shock which took the bowsprit out of her. Seeing this dangerously active projection gone, the captain at once worked himself along by means of the bolts, through the floods of water mixed with débris from the wreck, and joined his men at the beacon. The vessel continued to break up and her wreckage and spars were now showering madly over the breakwater.

The Oswego Life-Saving Station is situated on the inside of the harbor, some fifteen hundred feet distant from the scene of the disaster, and the keeper, John Blackburn, standing in the neighborhood, had been watching the schooner by her plunging lights, and at length saw that she had lurched to leeward and evidently gone past the entrance. He at once called on his men to man the life-boat, and in four minutes the crew were pulling vigorously for the wreck. The uselessness of approaching it from the outside was at once apparent, the furious wind and sea and the convulsive thrashing of the great hull to and from the breakwater forbade even the attempt, and the life-boat was headed past the harbor piers for the sheltered inside of the crib-work. From the end of the piers to the point of destination there was a space of nearly a thousand feet, and crossing this the life-boat crew had to endure the savage raking of the storm. After a desperate pull, lasting a quarter of an hour, the inside of the western breakwater was reached. The sea was then sheeting over it in roaring cataracts, and as the life-boat crew pulled along under its lee a terrific mass of black water suddenly uprose, bearing on its summit a tumbled group of spars and a huge section of the vessel's deck, which it threw across and over the breakwater within twenty feet of the rowers. Had it fairly reached them every man would have been crushed and drowned.

A few minutes later they shot up alongside the square of crib-work, in the angle of the breakwater on which stood the beacon, and found the captain, mate, and the four sailors of the vessel standing there together under the lee of the tower. The first question developed the fact that the woman cook had been lost. A hasty glance on the part of the keeper showed him that the schooner had been completely de-

molished. Nothing of her was left but the fragments which flew in the dark water over the low barrier of the breakwater. No time was lost, therefore, in taking the six survivors into the life-boat and struggling back through the gale to the shore, where they were landed by half-past 3. After putting the men on their way to a hotel the life-crew returned to the scene of disaster and searched the copious wreckage that still came over the breakwater, but found no trace of the body of the drowned woman.

It appears by the testimony of the mate that when the vessel first struck he had found the woman standing in the cabin with a packed satchel in her hand. He shouted frantically to her for God's sake to come up on deck and save herself. She went back into the state-room and got another satchel. He again shouted to her to drop them and save herself. It was the last time she was seen alive. It is probable that she never got out of the cabin, but was drowned when the vessel sank, nor ever liberated until the hull finally went to pieces. Her name was Eliza Tackaberry. A month or so later her body came ashore, without a head, two or three miles below Oswego.

WRECK OF THE SCHOONER R. B. KING.

The next fatal disaster occurred on Lake Michigan the night of November 7, 1885. The schooner R. B. King, of Chicago, Illinois, was totally wrecked off the harbor of Muskegon, Michigan, during a severe southwesterly gale, and two of her crew of four men were lost. She was from Chicago, in ballast, and had made Muskegon light at 8 o'clock. Upon nearing the piers an hour later, and finding no tug outside to tow him in, by reason of the storm, the captain concluded to take the risk and run in without such aid. It was, in fact, his only recourse, as the vessel was flying light and could not have weathered the shore if hauled to the wind. The schooner steered very wildly in the shoal water off the harbor, and just as she neared the entrance, which is less than two hundred feet wide, she took a broad sheer and struck with great violence against the leeward or north pier. The shock stove in her timbers, and as she rebounded and drifted off she almost instantly filled with water and capsized, bottom up, the masts breaking off as she went over. The whole thing happened in about a minute. The keeper and one of the crew of the Muskegon Life-Saving Station (Eleventh District) were out on the pier at the time and witnessed the occurrence. Cries for help were immediately heard from the crew struggling in the water. The two station men had a small heaving line with them and attempted to throw it within the people's reach, but as the vessel drifted off some fifty or sixty feet from the pier and the night was intensely dark, they did not succeed. The keeper, therefore, after shouting words of encouragement, rushed back to the station, two or three hundred yards distant, and in a few minutes had the surf-boat manned and on its way to the rescue. Before start-

ing, and while the men were putting the boat into the water, he ignited a red Coston light to let the people know that help was coming. The crew pulled down the river between the piers until abreast of the shore line and then hauled the boat over the north pier and launched directly into the lake from the beach. The pull out to the wreck against the frightfully confused sea and in the pitchy darkness of the night was difficult and dangerous, and the keeper's skill was severely tested in guiding his little craft clear of the floating timbers, spars, and other débris from the schooner, which was already breaking up, although not more than ten minutes had elapsed since she struck the pier. That the boat escaped destruction amid the wreckage was marvelous. Upon reaching the wreck they with great difficulty rescued two men, the captain, James C. Dunbar, and the mate, Charles Anderson. The keeper called loudly for the two others, but there came no answer. The poor fellows were doubtless beyond reach of human aid. But the life-saving men were hopeful and unwilling to abandon the search until every possible effort had failed. As the boat had half filled with water and was almost unmanageable, it was turned about for the shore and the two castaways were landed. They were in a sorry plight from cold and exposure and were unable to walk, but as every available man was needed by the keeper, they managed, when the direction of the station was pointed out to them, to crawl thither on their hands and knees. In the meantime, as soon as the boat could be bailed out, a second trip was made. But the night was so dark the wreck could not be found. The crew, therefore, put back, and while some bailed the boat a second time—for it had again almost filled—the keeper dispatched a man down the pier in search of the schooner, while another was sent to the station for lanterns. The first soon returned and reported the wreck close alongside of the pier, but no signs of the men. While, therefore, some hauled the boat out on the beach the keeper and others of the crew hastened down the pier with lines and lanterns to renew the search. The wreck was evidently held from drifting ashore bodily by the anchors, which had gone to the bottom when she capsized. After closely scanning the wreck by the light of their lanterns as it rose and fell on the seas, and satisfying themselves that the missing men were not there, the station crew returned to the beach and there waded out into the surf as far as possible to examine the wreckage floating shoreward. The search was kept up until midnight, but without avail. The keeper, therefore, returned to the station at that hour with part of the crew to attend to the wants of the captain and mate, while others prolonged the search until daybreak. The captain, when informed of the crew's fruitless efforts to find the missing men, expressed his belief that they had been entangled in the rigging and drowned, as neither of them could swim and their cries had ceased when the vessel rolled over. The survivors lost all their effects and were destitute. They were therefore furnished with clothing from the supply donated by the Women's National Relief

Association, and also sheltered and fed for four days, or until able to return to Chicago. The station crew patrolled the beach for several days afterwards in search of the bodies of the two lost men, Fringle Fringleson and Andrew Olsen, but without finding them. The body of the former was, however, recovered three weeks later near Grand Haven, fifteen miles to the southward, by the crew of the Grand Haven Station. The officer who investigated the circumstances of the wreck reported the schooner as so unseaworthy that the underwriters had refused to insure her. He examined the débris on the beach and found startling evidence of her rotten condition. He expressed the opinion that the loss of life was in no sense the result of neglect or inefficiency on the part of the life-saving crew, and that they had behaved with commendable gallantry and done everything in their power to save all hands. The following brief account of the wreck was published by the Chicago *Inter Ocean*, after the captain's return home :

“HEROIC ACTIONS.

“Captain Dunbar, master and owner of the schooner R. B. King, which recently foundered at Muskegon, called at the office of *The Inter Ocean* yesterday and was very profuse in his praise of the life-saving crew at Muskegon for their gallantry in rescuing himself and mate from the wreck of the vessel. They launched their boat in a terrific sea, which was running from the southwest, and rowed out and picked Captain Dunbar and his mate off the wreck. The two sailors who were drowned would have been saved in a similar manner, but for the fact that they got entangled in the rigging and when the seas tore the spars out of the vessel they were carried to the bottom of the lake. Captain Dunbar was unable to save anything from the wreck. The bottom of the vessel was thrown high upon the beach, and as most of the gear and rigging were under it the latter could not be recovered.”

WRECK OF THE BRITISH SHIP MALTA.

The third wreck attended with fatal result within the scope of governmental life-saving operations was that of the ship *Malta*, of Liverpool, England, off Ocean Beach, New Jersey, on the morning of November 24, 1885. One of her crew, Karl Edolung, a native of Denmark, who jumped overboard against the remonstrances of his shipmates and attempted to swim ashore, was drowned. The affair was thoroughly investigated and from the reports received the following facts are gathered: The *Malta* was an iron ship of sixteen hundred tons register, bound from Antwerp to New York with a cargo of ten thousand empty petroleum barrels and several hundred tons of silver sand. Her crew numbered twenty-four men. She stranded at half-past 3 in the morning, two hundred and fifty yards from the shore, just south of Shark River, nearly midway between the Shark River and Spring Lake Stations, (Fourth District,) during a furious northeast gale and rain storm. The surf was high and dangerous, and it being the period of spring-tides the waves dashed well up on the beach and in places almost covered

it. One of the masts went over the side soon after the ship struck. The lower masts were of iron, and as the heavy sea caused the ship to pound violently on the bar the shocks snapped the mainmast in two places, one break occurring fifteen feet above the deck and the other between decks about five feet below the partners. The upper part of the mast, with the topmast, top-gallant mast, and everything attached, fell overboard, while the middle section, twenty feet long, jumped clear of the mast-hole and fell on deck, narrowly missing some of the crew. The upper and lower fore-topsail yards were carried away in the slings at the same time. The ship's signal rockets were seen by the patrols of the two stations, and as soon as they could give the alarm the crews hastened to her assistance. Boat service was altogether impracticable in such a sea, and it was only with the greatest difficulty and risk that the Shark River crew crossed the river. They were the first on the ground, but did not take the beach-apparatus, as the vessel was within the Spring Lake patrol limits. It would in fact have been next to impossible to ferry the loaded cart over, as the surf was sweeping directly into the river, and to haul it by land would have involved a long and tedious detour of several miles over muddy and almost impassable roads. As it was the boat narrowly escaped upsetting several times in crossing. The ship's mizzenmast fell by the board just as they arrived. The Spring Lake crew came up ten minutes later with their apparatus. The ship after striking had thumped along the bar to the southward under the influence of the current and heavy sea, and when the station men arrived was more than a quarter of a mile below the mouth of the river. She had also driven closer in. The two crews fell quickly to work arranging the gear, and in a few minutes everything was in readiness and the gun was fired. The driving rain obscured the vessel almost entirely, and it was impossible to tell where the line had fallen. They had aimed towards the weathermost part of her, the bow, to allow for drift, and the line probably lodged over the head-stays, where it could not be seen in the darkness. After waiting some time, therefore, and finding that the whip was not pulled off, the shot-line was hauled back and thrown to the ship a second time. The two keepers, John C. Patterson and Joseph Shible, judged from the trend of the line that it had again fallen over the ship, and decided to wait for daylight. This was, in fact, their only alternative, although it involved a delay of half or three-quarters of an hour. It was learned afterwards that the firing was heard and understood by the people on board, but they were in so much danger from the broken spars and of being swept overboard that no effort was made to find the line. Two of the masts were gone and the foremast was liable to snap off at any moment. As the ship continued to move south the time until daybreak was occupied by the beach men in shifting the gear as she moved and reburying the sand anchor. As soon as it was light enough the men discovered, with the aid of the glasses, that the line had lodged on the end of the flying

jib-boom. The people had not yet found it. Keeper Patterson, therefore, waded out into the undertow and shouted to attract their attention, while some of the others held the line up to view. This had the desired effect, as the sailors quickly got the bight of the line in on deck and active operations were commenced. It was a long tug to secure the whip, which bowed far to the leeward with the current as the surfmen paid it out from the shore. The tail-block was finally hauled in over the ship's rail and attached to the foremast, and when the hawser followed and was similarly attached, the preparations were complete. By this time District Superintendent Havens had arrived from Point Pleasant, in response to a summons by telephone, also Keeper Longstreet and the crew of the Squan Beach Station to the south. A multitude of people had also flocked down from the adjacent villages, and many of them lent willing aid to the station crews. The first man landed in the breeches-buoy, at twenty minutes to 8 o'clock, was an East Indian, who had broken his leg two weeks previous, on the passage. He was immediately conveyed in the hand-cart to the cottage of a Mr. Davis, and surgical aid called in. Shortly afterwards, while the third man was being drawn ashore, a commotion was noticed on the ship's forecastle, and a moment later a man (Karl Edlung) sprang overboard into the surf and struck out for the shore. He was at once swept by the current to the southward, and Superintendent Havens, Keeper Patterson, and several others ran along the beach with a line hoping to reach him. The man was evidently a good swimmer and did bravely until the current carried him from under the lee of the ship and he encountered the full force of the surf, when he was almost immediately overwhelmed and lost. Two or three heavy seas broke over his head in rapid succession when he was yet fifty yards from the shore and seemed to stun him, for the poor fellow threw up his hands and then sank out of sight. It was simply impossible for any one to reach him, he was so far out. The body was not recovered until the following day (25th) near the Bay Head Station, six miles down the coast. It was learned from his shipmates that he had apparently lost his reason through fear, and the commotion observed from the beach was occasioned by the efforts made to restrain him from his rash purpose to attempt to swim ashore. Had he waited his turn with the rest he would have been saved. Another of the crew was similarly affected, and when lifted from the breeches-buoy he circled about on the beach, gesticulating wildly, and acted in the most irrational manner. His reason for a time seemed to be completely unbalanced. The effort to save Edlung brought the operations with the breeches-buoy to a temporary standstill, but as soon as it was seen that he was gone, beyond a doubt, the task of rescuing the rest went on. It was extremely arduous and trying work, the men being compelled to stand at times waist deep in the water with the rain and spray flying in their faces and almost blinding them. Many of them also had the skin badly worn from their hands by the wet and sand-covered ropes.

Moreover, much difficulty was experienced in keeping the hawser taut, on account of the oscillating motion of the vessel and her steady movement to the south. The people, as fast as landed, were conducted to the Davis cottage, where they were immediately supplied with hot coffee and dry clothing. One man, the second mate, narrowly escaped being washed out of the buoy. He left the ship heavily weighted with a bundle of clothing strapped to his shoulders, which almost upset him and nearly cost him his life. The operation of landing the twenty-three men took about two hours, the last one reaching the beach shortly before 10 o'clock. They received the kindest attention from the inhabitants, and on the following day were forwarded to New York, a few remaining to assist the captain. The body of the drowned man was turned over to the coroner and decently interred at Point Pleasant. The ship became a total wreck and was sold at auction.

WRECK OF THE SCHOONER MARY G. FARR.

The next case in the record of fatalities for the year is that of the schooner *Mary G. Farr*, of Philadelphia, Pennsylvania, which was partially destroyed by fire at sea and finally drifted ashore on the New Jersey coast, near the Spring Lake Station, (Fourth District,) on the night of January 8, 1886, during the early hours of the great storm of the 8th, 9th, and 10th. The *Mary G. Farr* was a vessel of three hundred and thirty tons register. She sailed from Baltimore, Maryland, on December 31, 1885, bound for Providence, Rhode Island, with a cargo of corn, her crew numbering seven men. How the fire originated will never be known, as not one of the crew escaped. The information at hand is very meager. It is reasonably certain, however, that but two men were on board when the schooner came within the scope of the operations of the Service and struck the beach at half-past 11, as but two bodies, those of the captain, John D. Conwell, and the steward, William W. Warren, were recovered in the vicinity, the former about a mile and a half south and the latter a mile and a quarter north of where she came ashore. These bodies were found two days after the wreck. The theory that all the rest had previously perished received weight from the statements of the life-saving crew that the cries for help, heard for a brief period after their arrival with the apparatus, seemed to come from but one or two persons. The night was intensely dark and a furious gale was blowing from the northeast with thick snow, and the first seen of the burning vessel was at 10 o'clock, when Surfman Thorn, of the Spring Lake Station, on the north patrol, observed the red glare of the flames off shore to the northeast. The blaze was somewhat dim at first, being obscured by the snow, but as it grew brighter and brighter the patrolman realized that it must be a vessel on fire drifting in a southwesterly direction towards the shore. Thorn kept up with the vessel until she was almost in the breakers, just north of the station, and then ran forward to arouse the crew. The men, however, were already

up, having been awakened by the howling of the gale. They had discovered the vessel and were preparing to set out with the beach-apparatus, the surf being too high for any attempt to launch the boat. It was, in fact, as much as they could do to make headway with the loaded cart, so fierce was the wind. The party reached the strand just as the schooner fetched up. The seas must have poured over the ill-fated craft in a perfect deluge as soon as she struck, as the fire was quickly extinguished, leaving nothing visible but a black object, dimly discernible. Indeed, but for their keeping the vessel in sight until the flames died out it would have been next to impossible to locate her, as she lay two or three hundred yards off. Cries for assistance were distinctly heard above the roar of the tempest. This stimulated the men to the utmost activity, and as soon as the gear could be arranged in the darkness—for not a lantern could be kept burning—the gun was fired, although, as the masts appeared to be gone, they had but little hope of the line catching on the wreck. The station men feeling no responsive tug on the line to indicate that the whip would be drawn off, hauled the shot-line back, and then sending to the station for a fresh dry line the gun was again fired. Both attempts to establish communication were alike futile. It was then a little after 1 o'clock in the morning (9th), and it is probable that those left on the wreck were washed away about that time, as the cries ceased soon after the firing of the second shot. The fact that the watch found upon the body of the captain marked thirteen minutes after 1 serves to confirm that belief. As the station men had done all that was possible, without accomplishing anything, they were compelled to watch and wait until daybreak. In the meantime they were joined by the crew of the Squan Beach Station, who remained until after daylight, and it was settled, beyond the shadow of doubt, that no sign of life existed in the wreck. The beach was strewn with charred and broken wreckage, and among the débris was found female wearing apparel and a child's chair, which gave rise to the circulation of a story that the captain's family were on board and had also been lost. It was subsequently learned, however, from the owner of the vessel, that such was not the case, the captain's wife having left for home before the schooner sailed. Regarding the missing members of the crew the manner of their death can only be conjectured. The finding of one body as far north as Long Branch, another at Asbury Park, and yet another above Shark River, is strong evidence that the men perished ere the vessel stranded off Spring Lake. It is possible they were washed overboard, but it seems more than likely that when the flames spread beyond control, the poor fellows lowered their boat, and, that before all could get into it, the craft capsized and all but the captain and steward were swept away, the two latter remaining on the burning vessel until she reached the shore and suffering hours of agony and suspense until the work of destruction was complete. An investigation of the sad affair resulted in showing very clearly that the life-saving crew were not to blame. They did all that

could be done under the circumstances, but the impossibility of establishing connection with the wreck rendered their efforts fruitless, and there can be no doubt that from the very first the two men were entirely beyond the reach of human aid.

STRANDING OF THE BRITISH SCHOONER MYRTLE PURDY.

The next instance of loss of life within the scope of the operations of the Service occurred in the First District, on the 9th day of January, 1886, during the prevalence of the severest and most disastrous storm of the year. It was the first fatality that has occurred in the immediate vicinity of any manned station in that district since the district was established in 1874. The person lost was Capt. W. L. Elsworth, master of the schooner Myrtle Purdy, of Saint John, New Brunswick, on a voyage from Boston, Massachusetts, to her home port, in ballast. The Myrtle Purdy is a small craft of eighty-five tons register, and carries a crew of four men. She was one of three vessels driven ashore by the same gale in the vicinity of West Quoddy Head, Maine, the crews of which were severally assisted by the crew of the Quoddy Head Station. An account of the other cases will be found in the record of services of crews further on, under the appropriate date, (January 9.) The Purdy had put in to Quoddy Roads for a harbor the previous night, the wind then being from the northwest and the weather intensely cold, the mercury registering but a few degrees above zero. By the morning of the 9th the wind had shifted to the eastward and freshened to a gale and a thick snow storm had set in. At 8 o'clock one of her chains parted. The remaining anchor being too light to hold her, and the gale steadily increasing, she soon commenced dragging towards the westerly shore of the bay. Her situation was quickly perceived by the eastern patrol of the station, who hastened to give the alarm, but it was 10 o'clock before he reached the house on account of the almost impassable condition of the road. The men at once, under the lead of Keeper Albert H. Myers, hurried over to the relief station, a mile distant, on the bay shore, where a spare boat and an extra set of apparatus are kept, in anticipation of the vessel striking in that locality. It was found, however, upon getting there, that the house was almost buried under an immense snow-drift and that it would involve a long and serious delay to get the gear out. The keeper, therefore, as the vessel appeared just then to have struck into a strong tide eddy sweeping to the westward, which would carry her ashore a mile or more from the relief station, resolved to take the boat and gear of the main station. The men were on their way back with that purpose in view when they met the crew of the schooner Freddie D., who had a few hours before abandoned their vessel and were temporarily quartered at the station, and the crew of the schooner Sea Flower, also ashore in the bay, who promptly volunteered their aid in hauling the life-saving appliances across the neck of land between Carrying Point Cove, where the station

is situated, and the shore of the bay. The party thus re-enforced numbered fifteen strong, hardy men. The station men were fortunate in thus getting help, for the snow which was three feet deep on a level, not to mention the drifts, made the hauling very difficult, and it was as much as the united crews could do to transport the boat first and then the beach-apparatus. The gear was taken from the cart and placed in the boat for conveyance to what is locally known as Basin Bar, at the westerly side of the bay, where it was now certain the schooner would fetch up. But here came a hitch, the beach being covered with ice, which had been piled cake upon cake by the heavy sea and formed quite a formidable barrier. In addition to this the water beyond for some distance out was a mass of porridge ice and floating ice-fields, and it was therefore found impossible to launch until the tide rose higher and started these obstructions from the shore. This occasioned delay, but as soon as the ice moved the brave fellows got off; Captain Bentley, of the *Sea Flower*, gallantly begging permission to take the oar of an absent surferman who was on the western patrol and who did not join the party until they reached the scene of operations later on. The waves were frightfully rough in the bay, and as it was impossible to see any distance on account of the snow the boat's progress was necessarily slow, the men having frequently to back hard with their oars to avoid collision with the miniature bergs which beset their way. The keeper purposed putting in behind Basin Bar, where it was smoother and there was less ice, but finding this impracticable he landed on the point of the bar and tracked the boat alongshore by the painter; two men staying in the boat to push aside the ice and make a clear channel. Nothing had been seen of the schooner on the way, and when, soon after they landed, one of the men caught a momentary glance of her through the snow, less than two hundred yards away, and it was found she would drive some distance further ahead, Keeper Myers pushed on alone, in advance of the rest, intending to let the people know that help was coming and prevent, if possible, any attempt to land until his men arrived with the boat. As soon as the sailors caught sight of him, as the schooner neared the bar, they began making signals for help, which the keeper answered by waving his cap and pointing in the direction of his men. The schooner was coming stern on, and just at that moment she sheered a little and the keeper saw three men standing on the taffrail apparently endeavoring to haul up their yawl, which was riding by the painter astern, and full of water. A moment later he observed a man overboard, endeavoring to climb into the boat. The man did not, however, succeed, but fell back apparently helpless. Myers shouted to the people to throw the man a line, but his voice was drowned by the howling of the storm and turmoil of the waves and they did not hear him. About this time the schooner fetched up and the boat tailing shoreward to the full scope of its line, with the man still clinging to the bow, the brave

Myers, regardless of his own safety and without waiting for his men to come up, sprang over the barrier of ice and made a plunge for the boat. He went in up to his neck but succeeded in grasping the stern, and the next moment, by tremendous effort, was in the boat and making his way forward to the man's relief. He caught the poor fellow by the coat collar and was endeavoring to drag him in when a huge sea broke over the boat and smothered them for a moment so completely in its icy embrace that the keeper was compelled to relinquish his hold to avoid being washed out himself. As soon as the gallant life-saver could recover his breath he grabbed the man once more, but with the same result. Again and again did the monster waves tumble over them in a smother of foam, and as often did Myers renew his efforts to lift the man into the boat. It was a trying ordeal, and Myers being drenched to the skin and chilled to the very marrow, soon felt that he was giving out himself. It should be stated that during all this time, which seemed an age to the brave keeper, not a soul but those on the schooner was aware of his situation, his own men not having arrived on the ground and the thick snow preventing their seeing what was going on. The people aboard the schooner seemed perfectly dazed with fright and made no effort to throw him a line or do anything else. He therefore watched his opportunity, and when next the boat was thrown shoreward to the length of its painter he sprang overboard and scrambled back to the beach. Upon regaining his feet he again shouted for a line, and this time he got one. At this moment two men named Morong and Webber reached the scene. They lived a few hundred yards away and had just discovered the vessel. Myers was so unrecognizable with the ice on his clothing and beard that they took him for one of the vessel's crew until his well-known voice was heard calling upon them for God's sake to help him save the man in the water. He attached the line thrown him from the schooner to the boat's stern and passed the other end to Morong and Webber, with instructions to keep the boat steady while he got into it and then to haul away as soon as he could get the people to let go the painter. Just as these preparations were complete his own party came up. The men quickly took in the situation, and three or four of them, including the brave Captain Bentley of the Sea Flower, rushed out to his aid. One of the party, Surfman Scoville, in his haste slipped and fell as he climbed over the ice, and would have been carried out by the undertow but for the help of his comrades. The sailors seemed to have at last understood what was wanted and cast off the painter, which permitted the boat to come in on the next wave, and Myers, with the help of Bentley and the rest, soon lifted the unconscious man from the water. It was then apparent why Myers's previous efforts had failed and why the man had been held in the one place at the boat's bow; the poor fellow was entangled in a line which was around his right arm and leg and thence passed under the boat's bottom and up to the opposite bow.

The station men quickly got him clear and in over the ice to the shore, where they put into speedy operation the method for the resuscitation of apparently drowned persons. It was seen at once that he was badly hurt, there being a fracture over the right eye and his face being bruised and bloody. Respiration was established almost at once, although the sufferer was evidently far gone. While some of the party were engaged in the efforts to revive him the keeper and the rest turned their attention to the three sailors yet on the schooner and rescued them without much difficulty, in fact almost dry-footed; the end of a line being thrown to them, which they carried well up the rigging and made fast, and by means of which they soon reached the beach. It was then learned that the injured man was the captain of the vessel. He was taken as soon as a conveyance could be obtained to the house of A. H. Godfrey, in the vicinity, where every possible attention was given him. Before, however, a doctor could arrive the poor fellow breathed his last. The doctor made careful examination and found that in addition to the injury to the frontal bone the base of the skull was fractured. He expressed the opinion and furnished a certificate to the effect that the man's injuries were the result of a crushing blow, doubtless through his being caught between the boat and the side of the vessel, and that this was the cause of his death. The case was made the subject of a searching investigation, when it was ascertained that the captain had insisted, against the urgent remonstrances of his subordinates, upon lowering the yawl almost as soon as he found that the vessel would drag ashore. In fact the mate had pointed out to him that they were not far from a life-saving station and that it would be safer to await the arrival of help, which must surely come. To this the unfortunate man turned a deaf ear, expressing his fears that the masts would fall and that they would all be killed. It seems that he was dragged overboard by the bight of a rope catching around his leg soon after the boat was lowered. From the extent of the man's injuries it seems remarkable that he was alive when brought ashore. One thing is very certain, if he had not disregarded the mate's advice, but waited quietly until aid came, he would have been saved with the rest. His body was properly cared for, and two days later it was sent home for burial. The schooner being but slightly damaged was subsequently floated off and taken to Lubec for temporary repairs, after which she set sail for Saint John, her destination. There can be no doubt whatever that the Quoddy Head crew and Captain Bentley, of the schooner Sea Flower, acted on this occasion with commendable gallantry, and that Keeper Myers's conduct in particular merits the highest praise.

WRECK OF THE SCHOONER CLIO CHILCOTT.

The next fatal wreck was that of the schooner Clio Chilcott, near Watch Hill, Rhode Island, on the morning of January 9, 1886. The Chilcott was a vessel of about ninety tons, hailing from Ellsworth, Maine,

and carried a crew of three men. One of these, the mate, a native of Sweden, named K. J. B. Hagland, was drowned as soon as she struck. From the accounts received the man's death was clearly not chargeable to remissness on the part of the Service. The schooner was on her way from Clarke's Island, Maine, to New York with a cargo of granite, when overtaken by the terribly disastrous easterly gale and snow-storm of January 8 and 9. She was making for Watch Hill Channel in an endeavor to reach the shelter of Stonington Harbor, in Fisher's Island Sound, or the safer haven of New London, a few miles beyond, when the ominous roar of the surf burst upon the ears of the startled crew. It was then about 6 o'clock, but the morning was so intensely dark and the snow so thick and blinding that it was impossible to distinguish objects twenty yards away. The helm was instantly put hard down in an effort to luff to the wind and claw off, but it was too late, and before the vessel could respond she was in the breakers. The captain, seeing that she must strike, and that it would be impossible to remain on deck, called to his subordinates to take to the rigging. This warning was not a moment too soon, for they had scarcely reached the main rigging when the schooner thumped on the bottom, and she was immediately boarded by the seas, which completely buried her in a smother of foam, the spray from which flew half-mast high. In fact the men, when but twenty or thirty feet from the deck, narrowly escaped being washed away. The mate, who was uppermost, suggested that they move up into the cross-trees, and the poor fellow was about doing this when the schooner took a sudden plunge shoreward and struck a second time with such force that the shock literally flung him from the rigging into the angry waters beneath, and he was swept out of sight. He disappeared in a moment. It is a wonder they were not all thrown off. The two others succeeded, however, in gaining the cross-trees, and as the vessel became steady, as she filled with water, they were comparatively safe. The schooner had stranded about a mile and three-quarters east of the Watch Hill Station, (Third District,) and was discovered an hour later by the east patrol (Surfman Clark) as he returned over his beat to the station. Clark immediately hurried forward with the alarm, and in half an hour the crew were on the way with the beach-apparatus. It was a toilsome drag through the deep snow drifts, but with the aid of a team, which the keeper sent for upon setting out and which joined them when half way, the place was reached at 9 o'clock. The schooner lay head on, about two hundred feet from the shore, with the surf breaking all over her. The first shot carried the line forward of the foremast and over the jib-stay, where it could not be reached. At the second fire the line passed between the fore-topmast and the back-stays, and lodged on the spring-stay. The sailors got hold of it and hauled the whip out as far as the fore cross-trees, where the block caught, and they could not dislodge it. The lines were therefore hauled back by the station crew and a third shot fired. This time the line passed

between the masts and fell on the captain's arm, as he reached out to catch it. The distance being short the whip and the hawser were soon rigged, and in half an hour from the time of the station crew's arrival the two survivors were drawn safely ashore in the breeches-buoy. They remained at the station for several days, until the cargo was recovered and the wreck stripped of rigging and sails.

WRECK OF THE SCHOONER T. B. WITHERSPOON.

The seventh fatal wreck of the year was that of the three-masted schooner T. B. Witherspoon, of Camden, Maine, which occurred off the southerly shore of Nantucket Island, Massachusetts, (Second District,) on the 10th day of January, 1886, during the memorable storm of that date. It was, with one exception, (that of the Austrian bark *Kraljevica*,) the most disastrous casualty within the scope of the operations of the Service during the year, seven persons losing their lives. From the report of the officer who was dispatched to the scene to ascertain the facts it appears the schooner was bound from Surinam, Guiana, to Boston, Massachusetts, with a cargo of sugar and molasses. She had a crew of seven men, and the mate's wife and child were also on board, the latter a boy of five years. Of these nine but two were saved, the mate and one of the seamen. The schooner had scudded before the gale under bare poles for two days prior to midnight of Saturday, the 9th, at which time the wind suddenly shifted to the westward and blew with increased fury, accompanied by snow and sleet. It was a terrible night. A few hours later (Sunday morning, the 10th) a light was sighted on the starboard bow. The captain, believing this to be the Montauk Point light, to make which he had, as he supposed, shaped his course, at once kept off to the eastward, thus bringing the light on the port bow. Shortly after this, or at about 5 o'clock, the schooner struck bottom, with breakers on every hand. An attempt was instantly made to put canvas on the vessel to work her off, but the sails and rigging being covered with ice this was found impracticable. She was off the south shore of Nantucket on what is known as Weedweeder Shoal; the light taken for Montauk being in reality the one on Sankaty Head at the eastern end of the island. The schooner was thus over a hundred miles out of her reckoning. She pounded along the shoal before the wind and sea to the eastward for some distance, and finally fetched up, two hundred and fifty yards from the shore, in the vicinity of Little Mioxes Pond, a mile and a half west of the Surfside Life-Saving Station, and there she was shortly afterwards discovered by Surfinan Freeman as he returned over his beat from the westward. Keeper Veeder, who had gone up into the lookout on the roof, saw Freeman hurrying along and waving his hands to give the alarm, and a moment later the snow thinned off just long enough to reveal the vessel's masts. Knowing from the bearing that she must be ashore he hastened down and apprised his men, and by twenty minutes to 8 o'clock, after a hard and fatiguing march against

the flying sand and snow driven directly in their faces by the gale, the party arrived abreast of the wreck with the beach-apparatus. The surf resulting from the exceptionally severe gales of the preceding days was extremely high, old surfmen pronouncing it the most dangerous they had seen on that coast for years. There was also a strong set or current to the eastward, alongshore. The ill-fated craft lay broadside to the beach with her head to the east and the seas were sheeting over her in all directions and deluging the deck from one end to the other, the spray at times flying masthead high and freezing wherever it struck. Her crew had for the most part sought refuge below; in fact it was thought when the station crew first arrived and until the people showed themselves that there was not a soul left on board. Besides the life-saving crew there quickly congregated upon the scene, regardless of the weather, fully three hundred men, all ready and anxious to aid in rescuing the people from the wreck. The question of launching a boat was eagerly discussed, but the opinion was universal that such a course was impracticable. A boat could not live alongside the schooner a moment, even if it got off. Some of the people on the wreck had taken to the rigging since the crowd commenced to gather, while the rest remained below. Keeper Veeder and his crew promptly commenced operations, and in a few minutes from the time of their arrival had shot a line over the schooner's spanker-boom topping-lift, the bight falling into the arms of one of the men in the mizzen rigging. This man was soon joined by others from below and all taking hold they hauled away until the whip-block was almost within their grasp when, owing to the strong current which bowed the line far to the leeward and made the work very slow and difficult, all but the two men who were originally in the rigging abandoned the task and returned below, the poor fellows appearing to be used up and unable to do anything further. This was doubtless due to their having come direct from the tropics; they could not stand the extreme cold and were almost perished. Upon ceasing their efforts the strain upon the line was found to be so great that they slacked it almost entirely out again. When operations thus came to a stand the life-saving crew walked with both parts of the whip up the shore to the windward so as to be able to slack it, and then motioned to the people on board to haul again on the line. By this method the sailors managed a second time to draw the tail-block almost within reach, when, to the dismay of everybody, the shot-line suddenly snapped in twain from chafing against the rigging, through which it had been led to enable the men to pull on it to greater advantage. This was the first disheartening episode for the station crew. They had, as they thought, the people almost within their saving control, when by the breaking of the line the opportunity was lost and the work had to be done over again. The second shot carried the line to precisely the same place as the first and four men got hold of it and were doing very well, the block having almost reached them, when the shot-line again broke from the same cause as before. One of the

sailors, who had been the most active in the effort to haul off the whip and who had hold of the shot-line outside of the rigging when it broke, was by this accident jerked overboard. He maintained his grip on the line for a few moments, but before the life-savers could pull him ashore he let go and disappeared. The breaking of the line twice in succession and the drowning of the very man upon whom depended in a great measure the rigging of the gear was well calculated to increase the anxiety of the throng on the beach, and they crowded about the station crew with all manner of suggestions, many of them utterly impracticable. It should be mentioned that by this time the surf-boat had been brought down from the station. A life-raft belonging to the Massachusetts Humane Society had also arrived, together with a wrecking-boat belonging to the agent of the underwriters, but neither could be used in such a sea. The day had advanced and it was now near noon. Nothing daunted by the previous failures Keeper Veeder fired a third line to the wreck. It was secured by the only sailor in the rigging able to do anything, the two near him being motionless and apparently dead. He descended to the deck, passed the line forward outside of the rigging, and after making it fast to the fore rigging stepped into the forward house and prevailed upon the man he found there to come to his aid. The second man, who it was afterwards learned was the mate, had but a short time previous been seen to emerge from the cabin and rush forward into the house. These two, with such assistance as could be given them from the shore by the surfmen and others walking with the line to windward, as before, and then slacking it into the water, managed to get the breeches-buoy, which Veeder had attached to the bight of the line. But here came another halt; the men upon securing the buoy seemed at a loss what to do with it. They simply made it fast and then stood for some time watching the shore as though not knowing what to do next. They finally recommenced hauling upon the shot-line in an attempt to reach the whip. The latter was drawn a part of the way off when the heavy strain due to the current bowing it far to the leeward again snapped the small shot-line in two. Another line was thrown by the station crew as quickly as possible, but it lodged over the main-topmast stay, between the masts, some fifty or sixty feet from the deck and too high for them to climb for it. They were evidently unable to do so. Seeing no attempt made to reach it Keeper Veeder ordered it hauled back. As soon as it could be faked on the sand it was fired again, but it broke in its flight and the shot was lost. The next time the gun was aimed low, and it lodged the line across the schooner's rail. The same two who had hauled the buoy off, in fact the only living people to be seen on the wreck, now repeated the operation of hauling, and after a hard and tedious task at last succeeded in getting the tail-block and making it fast to the mast. The hawser then followed and the people on shore were breathing freer, thinking that several, if not all, the shipwrecked crew might yet be saved, when a new difficulty arose: the whip, where bent to the hawser, was frozen

so stiffly the two men could not cast it adrift. This was necessary to be done before the gear could be operated. The hawser was, however, set taut on shore, and when Keeper Veeder found the sailors could not free the whip he bent the bight of it to a second breeches-buoy, and, by making signs, succeeded in getting the men to haul it off. It should be stated that in the meantime, at the urgent entreaty of many in the crowd, an effort had been made by means of the shot-line, before the whip was drawn off, and with the aid of oars, to launch the raft, Veeder and some of his men assisting. The raft was barely more than afloat when a tremendous sea broke over it, knocked the oars from the men's grasp, swept two of the rowers into the surf, and drove the raft, like a chip, high and dry upon the beach. The two men narrowly escaped with their lives. But this was no more than Veeder expected. He saw the utter impossibility of getting off when he yielded to the clamor of the crowd to make the attempt. It was after this that the whip and the hawser were sent off. The day was now far spent and it was almost dark. As the crowd watched the movements of the two men in the dim light of the evening they at last had the satisfaction of seeing one of them, who turned out to be the mate, Burdick Berry, the more badly frost-bitten of the two, get into the buoy. It will be remembered that the bend in the whip had not been cleared. When, therefore, Berry was in readiness his companion hoarsely shouted "haul ashore," and the work of actual rescue began. The sailor, whose name is Charles Wulff, slacked in on the off-shore part of the whip, while those on the beach drew Mr. Berry ashore through the surf. Willing hands at once wrapped the sufferer in blankets, lifted him into a carriage that was in waiting, and he was driven rapidly to the station. The other man, meantime, unaided by any one on board, hauled the buoy off again and then getting into it himself, he also was brought safely from the wreck. The life-saving crew and those assisting them had done their bravest and their best since 8 o'clock in the morning under the most trying and discouraging circumstances, and by night-fall had saved but two persons from the schooner. From these two the sad truth was then learned that the others were beyond human aid; the rest of their shipmates and Berry's wife and child were dead. Arriving at the station the wet and frozen garments of the two men were removed, and with a warm, dry outfit from the box of clothing donated by the Women's National Relief Association, they were put to bed and given such attention as was possible until a physician could be sent for to dress their frost-bitten limbs. As the poor fellows gradually recovered from the effects of their long exposure and from the shock incident to their terrible passage through the surf, they told more fully, but in dejected tones, how their comrades had given up one by one to die on the very threshold, as it were, of their homes. The first to perish was the sailor already mentioned who fell overboard upon the breaking of the shot-line. Two others, Capt. Alfred H. Anderson and one of the

seamen, had frozen to death in the rigging, the body of the captain dropping overboard, while the other, coated with ice, remained until it was recovered the next day, when the sea had abated sufficiently to permit the surf-boat to go off. The other four, including the mate's wife and little one, died in the cabin during the forenoon while the efforts for their rescue were in progress. It is stated that the death of Mrs. Berry and her child was very affecting. The water in the cabin was waist deep; in it were the bodies of two men, the steward, a West-Indian negro, and one of the sailors who had early given up in despair, and in the midst of this scene of horror, with the furniture and débris swashing from side to side with the rolling of the vessel in the surf, stood the mate with his child in one arm while with the other he supported his dying wife who stood beside him in the icy water. The latter, poor creature, could not withstand such a terrible ordeal, and ere long she succumbed and died, her parting words to her faithful spouse being, "I must leave you!" ere she lost consciousness. The child at the sight of its poor dead mother clung the more closely to its grief-stricken father, and in terror lisped out the pathetic appeal, "Papa! won't God take us ashore?" It survived the mother but a short time. The disconsolate husband and father, now doubly bereft, rushed on deck and sought refuge in the forward house, where he lay down and doubtless would soon also have died but for the seaman Wulff, who aroused him and urged him to do something for their mutual safety. It was he whom the people on shore had seen emerge from the cabin and run forward as previously stated in this narrative. The two survivors remained at the station and were hospitably entertained for four days or until sufficiently able to leave for the main-land. Their vessel became a total wreck. In concluding his report, the officer who investigated this sad affair says: "No better work under the circumstances could have been done than Veeder and his crew did that memorable day; and when it is related that a vessel was wrecked near the Surfside Station and seven out of nine of her crew perished, it will also be told that the life-saving crew did their whole duty."

WRECK OF THE BARK KRALJEVICA.

A peculiarly tragic wreck, and one that deeply thrilled the dwellers on the Atlantic seaboard, was that of the Austrian bark *Kraljevica*, which occurred on the morning of February 11, 1886, not far from the Barneget Life-Saving Station, (Fourth District,) coast of New Jersey. The bark was a vessel of seven hundred and nineteen tons, bound from Marseilles to New York with a cargo of salt in bulk, and she had a crew of fourteen men, the captain included. At the time of her disaster she was running with all sail set before a strong northeast wind. The thick darkness was greatly increased by a dense fog. An anxious watch was kept on deck for Barneget light, but though its splendid brilliance should have made it visible the impenetrable murk prevented

the least sign of it from being apparent. The vessel continued to drive ahead under her ghostly cloud of canvas when suddenly—it was then half-past 1 o'clock—there was a frightful rebound, a great crash of breaking wood, and the vessel stood staggering with the water flying all over her. She had struck on the south side of Barnegat Shoals.

The confusion of harsh noises was instant and great—the swashing blows of the sea, the violent slatting of the sails, the straining and creaking of the spars, the groaning and grinding of the hull in the gripe of the shoal. But above all, the men on board heard the turbulent irruption of the water below decks, dreadfully signifying that the bottom was rent and that destruction was entering. There was nothing to be done but to make preparations for leaving the ship. The long-boat was got ready. The captain took nothing but his instruments, but at the last moment went down into the cabin to get some money he had left there. The influx of the water had now so increased that just as he was entering the flood burst up the cabin floor and he made haste to retreat without getting the money. It was evident that the vessel was breaking up, and the long-boat was at once launched and rowed off with the fourteen men on board. It was half-past 2 o'clock when they thus put off from the great slouching bulk lying there aslant in the fog and darkness with the cataracts sheeting over her.

At that time the sea was moderate and the men made no attempt to land, but drifted for hours over the dark water, the wind and current, however, carrying them along the coast and towards the shore. It was not until the foggy daylight made the beach dimly visible that the head of the boat was turned in that direction. All went well until they entered the commotion of waters on the bar. This was the second shock of catastrophe. The boat was suddenly twirled over and over, half a dozen times in succession, and all hands were engaged in a frantic struggle for life. Eight of them struck out to swim to the shore and were speedily drowned. The captain and five of the sailors clung to the capsized boat, and after a long and desperate struggle to maintain their difficult hold managed to gain the beach, almost dead with exhaustion, about half past 8 o'clock.

The point of landing was about a mile below the Ship Bottom Station and nine miles from the wreck. In the heavy swathing of the fog the station was not visible, but presently the forlorn group of shipwrecked sailors descried the chimney and gable end of a gunner's hut about two hundred yards behind the beach hills. They approached and, finding the place locked, forced an entrance. To their great joy they found the hut well supplied with fuel and water, potatoes, corned beef, matches, and tobacco. A fire was lighted, the food cooked and eaten, their clothes hung up to dry, and taking advantage of the bedding the place contained the worn and beaten castaways were soon lost in a deep sleep.

It was in the intervals of the passage of the beach patrols that the approaching boat-load of men capsized, and there had been none to wit-

ness their agonized struggle for life in the dark commotion of the surf and undertow. The sea had speedily effaced the great trample of foot-prints the survivors had left upon its margin in escaping, and the rising tide soon equally expunged their tracks across the beach on their way to their place of shelter. No trace was left of anything that had happened. The men saved lay behind the closed door of the hut in the dull sleep of exhaustion; the bodies of their comrades, hardly more inanimate, tossed aimlessly beneath the waves.

While this sad drama was in progress another was being enacted in the immediate vicinity of the wreck, in which three of the surfmen of the Barnegat Station added their names to the steadily increasing roll of brave men and true, belonging to the Service, who have offered up their lives a sacrifice to the cause of humanity. It should have been said that the crew of the *Kraljevica*, before leaving their vessel, had burned for a brief space what is called a flash-light, with the faint hope that it might attract the attention of some one on the shore. As the vessel was a half mile off and the weather was thick it was impossible to see her in the foggy darkness, although the patrols of the Barnegat Station had reported flashes of light in the offing, dimly discernible, which they supposed was a vessel's signal or perhaps distant lightning. The flashes appeared such a long way off, however, that it was impossible to arrive at any definite conclusion regarding them. The matter nevertheless made such an impression that it became the sole topic of conversation at the breakfast table which the men sat down to at half-past 5, and the result was that as soon as the meal was finished Keeper Ridgway and his trusty assistant, the No. 1 surfman, John I. Soper, went out on the beach, before it was yet light, and remained there on the lookout seaward until the day dawned. Then, sure enough, they caught a glimpse through the fog of a square-rigged vessel, a bark evidently, on the southerly edge of the shoals. This was the *Kraljevica*. She bore a little south of east from the station. The men hurried back to give alarm and order out the boat. While the crew were getting ready and before leaving the station, Ridgway telephoned the news to Keeper Grimm of the next station south, (Loveladies Island,) and requested him to come up with his men, adding that no apparatus would be needed, as he proposed using his boat, a new one of approved model recently received from Greenport, Long Island. The tide being low and the time, therefore, the best that could be chosen for going off, Ridgway and his men, without waiting for the Loveladies Island crew to arrive, ran the boat down into the surf and put off. This was at twenty minutes to 6. Keeper Joel H. Ridgway took the steering-oar and the following surfmen were at the oars: John I. Soper, Solomon Soper, William C. Inman, Samuel F. Perrine, Cornelius D. Thompson, and Henry Reeves, all tried and experienced men. There was a high sea tumbling in from the northeast, and with it came a strong set or current along the shore, the latter an invariable accompaniment of a north-

east wind on that coast. The boat got off with but little difficulty, the place where the men launched being somewhat sheltered by the shoals which trend off southeast from the inlet. When, however, the first line of breakers was reached the men encountered a sea much higher and vastly more dangerous than anything they had anticipated. The survivors say it was the ugliest surf they had met for years, the boat at times, as it mounted the huge ridges of water, rising to an almost perpendicular position and threatening to topple over backwards. In fact, Ridgway himself, as he guided the boat, had several narrow escapes from being tossed over the stern by his steering-oar when the boat would be forced violently backward by the seas. Under such conditions, with the sea steadily increasing, the progress of the boat was very slow. The men succeeded, however, in spite of many obstacles, in pulling to within fifty yards of the wreck, when it became evident that she was abandoned, one of her boats being gone and not a soul to be seen on deck. The bark had settled deeply in the sand, the sea was breaking completely over her, and she already showed signs of breaking up. Ridgway would fain have kept on to the vessel, where he could have made fast and given his crew a breathing spell, preparatory to the ordeal of again battling with the surf on the return trip, but the men were so exhausted by their arduous work at the oars that this was found impossible; the boat could not be forced against the sea any farther. Under these circumstances he decided to back in towards the beach. This operation required much skill and caution, but it was his only course, other than running in before the sea, which would be vastly more dangerous. It proved, however, such slow work on account of their having so frequently to pull ahead to meet the heaviest of the seas, that Ridgway finally determined, after consulting the stroke oarsman, John I. Soper, to turn the boat's head shoreward and run direct for the beach. It should be stated that the boat had been half swamped repeatedly, and this, besides making it heavy and unwieldy, had in a measure crippled the crew, as it was necessary for one man to lay in his oar and keep the bailing bucket in operation dipping the water out. The keeper watched his opportunity and at the proper moment quickly slued the boat around, and then giving the word to his men to pull together he sped his craft shoreward, so that before the next run of heavy breakers reached him he had gained a distance of about a hundred and fifty yards. The boat was then held in check until that danger had passed, when a second dash was made which lessened the distance another hundred yards. This was very well, but they were approaching the worst place of all, where the breakers were continuous and there was no chance to dodge them. The only course was to hold the boat against the heaviest combers and let them rush by in their mad race for the shore. And now came the fatal moment; the boat was half way in from the wreck and the brave little band were doing their best in the wild turmoil of waters when to their utter dismay, and to the horror of their comrades who were watching them from the shore,

a towering wave reared its frowning crest close astern and so hollow that the boat could not rise to it. An instant later there came a thundering roar as tons upon tons of water broke with savage impetuosity upon the boat, twirled it round broadside to and rolled it over and over like a chip, the men being thrown out in all directions. A struggle for life followed; one of the men, Samuel F. Perrine, must have been stunned or killed instantly, as his limp and lifeless body drifted off with the current, not the slightest effort on his part being noticed by the rest. His body was recovered an hour later by the Loveladies Island crew a mile or more to the southward, with an ugly bruise across the face which told plainly that he had been thrown in violent contact with probably the gunwale of the boat or the blade of an oar. The rest attempted to regain the boat, but soon abandoned the idea upon seeing that it kept turning over and over in the surf, and instead struck out for the shore, although the survivors freely stated afterward that they had very little hope of getting there. It was a terrible ordeal from first to last, the men declaring that although buoyed up by their cork life-preservers the waves tumbled in in such wild confusion over their heads as to keep them submerged half the time and give them scarcely a chance to breathe. Keeper Ridgway and Surfman Thompson were the first to reach the beach, after struggling bravely for twenty-five or thirty minutes. In that time they were swept by the current fully a mile from where the boat upset. They were at one time quite close in but the strong undertow cut them out again. When next, however, they succeeded after much exhausting effort in nearing the beach, the men of the other station rushed out waist deep and brought them safely to terra firma. These two, with a little assistance, were able to walk to the station. Surfman Reeves was rescued some distance further south, and Surfman Inman got ashore still further away. Reeves, although much exhausted, was soon revived, but Inman was so far gone he had to be carried to the station, where restoratives were applied for over two hours before he came to. The rest were dead when taken from the water. John Soper, an excellent swimmer, did bravely until he was within fifty yards of the beach, when he was swept far out again by an eddy of the current and he shortly thereafter succumbed from exhaustion, the men on shore who were watching him seeing his head sink forward upon his breast and from that moment he made no further effort. The poor fellow was quite dead when dragged from the surf. Solomon Soper, a much older man than the rest, lost consciousness and died very soon after the boat capsized, doubtless also from exhaustion after such fatiguing labor at the oar. The surf-boat, than which there is probably none better on the coast, drifted ashore a mile and a half from the place of the accident. Three of the bottom planks were split and it was also damaged otherwise. It may be said that notwithstanding their terrible experience the confidence of the surviving life-savers in their boat was not diminished in the least. They all agree

that no ordinary surf-boat could have withstood such an overwhelming sea, no matter what the model. It has been stated that the bark exhibited signs of breaking up at daybreak when the life-saving crew approached her. Some idea of the destructive force of the sea may be had from the fact that by 3 o'clock in the afternoon, or less than fourteen hours after she struck, not a vestige of her was to be seen on the shoals. She had gone entirely to pieces and the fragments were scattered along the beach for miles.

A singular circumstance connected with this wreck is the fact that the presence of the surviving Austrians was not known to a soul until the following day, it being supposed in the meantime that every man had perished, one body, that of a seaman, being found midway between the Ship Bottom and Long Beach Stations. It should here be stated that the chain of crews between Barnegat and Little Egg Harbor Inlets were thoroughly on the alert, the news of the calamity having been telephoned down the line early in the day and the men requested to search for the bodies. The six Austrians who reached the shore did not emerge from the hut in which they sought refuge until the morning of the 12th, when, after many hours of refreshing sleep, they bethought, it time to look about them with the view of finding an avenue of escape to the main-land. Upon retracing their path of the day previous to the surf shore, the tide being out, they saw the foot-prints of the patrol, and following these soon overtook Surfman Oliver P. Inman, of the Ship Bottom Station, who conducted them to his station, where they were comfortably provided for and given such clothing as they needed from the supply humanely placed at the keeper's disposal by the Women's National Relief Association. The five sailors were sheltered until the 14th, when passage was given them across the bay *en route* to New York, the captain remaining a few days longer to dispose of what was saved of the wreck. But three of the bodies of their lost comrades were recovered, the one already mentioned and two others. One of these, the body of the carpenter, was washed ashore near the Little Egg Station, eight miles from where the boat upset in the surf and seventeen or eighteen from the wreck. It thus appears that the total number of lives lost was eleven; eight of the Kraljevica's crew and three of the station men. It was the most disastrous wreck of the year. The three lost surfmen had served for many years at the Barnegat Station. They were noted alike for their bravery and faithfulness to duty, and the Service by their death suffers an irreparable loss. They each left a widow, and one of them, John I. Soper, left two children; a third child being born after his death. Under the provisions of the act of May 4, 1882, the Department is enabled to carry the names of these widows and children on the pay-rolls of the Service for a period of two years, the amount paid to each family being equal to what the deceased husband and father would have received in life. The funeral, which took place a few days after the wreck, was the occasion of one of

the most touching and impressive demonstrations ever known in that vicinity. People flocked to the scene from all the adjacent villages, and the little Methodist Episcopal Church in Barnegat Village was crowded to overflowing with sympathizing neighbors and friends assembled to pay a last tribute of respect and esteem to the gallant dead.

THE CAPSIZING OF A FISHING SKIFF.

The next case during the year was the drowning of a young fisherman named James Edward Kipp, of Asbury Park, New Jersey, on the 15th day of March, 1886. The accident occurred through the swamping of a boat in the surf a few hundred yards south of the Deal Station (Fourth District.) Young Kipp and his father, Charles E. Kipp, were returning from their trawls off-shore in a small surf-boat. They were approaching the beach directly in front of the station in the company of a skiff in which were two members of the life-saving crew, who had also been out setting trawls, when the son, observing that the surf was quite heavy at that particular spot, suggested to his father that a landing be made a short distance further south in the locality known among the fishermen as The Hole, where it appeared to be smoother. The elder Kipp assented to this and they were just about to cross the bar, which just there is three hundred feet from the shore, when a huge wave was observed rolling in astern. The men instantly held water or backed with their oars, hoping it would pass and break inshore of them. They miscalculated their chances, however, as a moment later the wave broke over the boat and swept the two men into the angry surf. The father succeeded in regaining the boat, but not so the son. The latter was fully fifteen feet away, battling in a vain struggle with the waves. Mr. Kipp pushed an oar towards him and with words of encouragement called to him to endeavor to reach the boat. But the poor fellow was heavily clad, the weather being very cold, and he could not swim. Just then another roller came thundering in and submerged them both. When the father struggled to the surface and again clambered onto the boat, which was now bottom up, his son was nowhere in sight. The young man was not afterwards seen. In the meantime the station crew had not been idle. The lookout, upon discovering the capsized boat and giving the alarm, had been directed by the keeper to hasten to meet the two surfmen who had just landed and push off with them to the rescue. The latter until that moment were unaware of the accident, their attention having been wholly occupied in bringing their own little craft through the breakers. The keeper also, and another man, had snatched up some life-belts and followed, arriving abreast of the capsized boat almost as soon as the others. The surfmen by skillful maneuver with the skiff succeeded in reaching Mr. Kipp just as he was losing consciousness and brought him safely ashore. He was at once conducted to the station, where the usual restoratives were applied, and in an hour or two he was all right. The father's escape was a

remarkably narrow one. Upon the affair being investigated he stated that when picked up he was so benumbed and exhausted that he was on the point of relaxing his hold on the boat. He expressed the belief to the investigating officer that his son's death was inevitable from the moment he was thrown into the water, and that not a shadow of blame could attach to the life-saving crew.

WRECK OF THE SCHOONER BETA.

The wreck of the British schooner Beta, of Halifax, Nova Scotia, follows next in the record. It occurred during the night of the 6th of April, 1886, off Plum Island, Massachusetts, about four and a half miles south of the Plum Island Station, (Second District.) Three lives were lost, viz, the steward, Isaac Mills, and two children, Ella M. Spearing and Cora M. Spearing, the former a little over three years and the latter but eight months old. The schooner, a craft of nearly two hundred tons register, was on a voyage from Cheverie, Nova Scotia, to Boston, Massachusetts, with a cargo of cord-wood, and she had besides her regular crew of six men, two families as passengers, there being two men and their wives and four children, making fourteen persons all told. On the morning of the 6th, when a little to the eastward of Seguin Island, the schooner encountered a severe easterly gale, which was accompanied by a driving rain and thick fog. The storm increased to such violence that in the afternoon the captain, thinking he had weathered Cape Ann, bore up towards the land, intending to make a harbor. When the land was sighted, however, he found that he was in the bight between Plum Island and Halibut Point, to the northward of the cape. The vessel was at once hauled to the wind and an endeavor made to beat off. But under close reefed sails and in such a heavy sea it was impossible to accomplish anything and she sagged steadily to leeward until she was near the breakers off Plum Island. In this extremity both anchors were let go as a last resort, to keep her from driving ashore, the people, when that was done, seeking shelter in the cabin. Although the fated craft was now riding head to the wind and waves, and presented the least possible resisting surface to the fury, the strain was greater than the anchors could withstand in their sandy bed and before long she dragged onto the bar, which at that point is some two hundred and fifty yards from the shore. Had she remained there it is altogether likely that not a soul would have escaped, as she must have speedily gone to pieces. It is fortunate, therefore, even in view of the calamity that so soon followed, that the cables parted and she was driven quartering upon the beach, with her stern off-shore. This occurred some time after 9 o'clock. The vessel upon fetching up careened heavily seaward. This made the situation of the people extremely dangerous, as the waves dashing on the exposed after-deck soon burst open the cabin doors and compelled them to come up and seek refuge in the forward house. It was while they were doing this that the two

children were lost. The night was intensely dark, there being no moon, and the two male passengers, Joel and Amos Spearing, were groping their way forward through the driving rain, each with a child in his arms, when a tremendous sea broke on board and in the bewilderment of the moment, as they struggled to maintain their foothold on the slanted deck, the children were swept from their grasp overboard and lost. It was a dreadful moment for the agonized parents. All the rest reached the forward house and it was some time later when the steward was lost. The poor fellow had taken refuge in the boatswain's locker, near the galley, and becoming numb and cold from remaining so long in a constrained position in his wet garments, he remarked to the rest that he was going on deck where he would be as well off as below. Suiting the action to the word he had just emerged from his place of shelter when the schooner gave a sudden lurch which caused him to loosen his hold and he was swept overboard to leeward and lost. His son, the mate, in concert with the captain made a desperate but unsuccessful attempt to save him, the effort nearly costing them their lives. Eleven souls were now left on the wreck, seven men, two women, and two children. It appears that during the long hours of that terrible night but one effort was made to signal for assistance. A pillow was saturated with oil, but all attempts to ignite it were futile. Had they succeeded it is extremely doubtful whether it could have been seen more than fifty yards away. As the morning advanced the rising tide drove the half-frozen people from their place of shelter to the deck, where they clambered onto the remaining portion of the deck-load between the forward house and the rail. Their sufferings from this time onward as they clung for hours to the wreck and cast anxious glances in the direction of the fog-hidden shore were intense, the women and children being thinly clad, bare-headed, and shoeless. Happily the day broke at last, and with it came relief. As soon as it was light enough to see it was found that the vessel had been driven close enough in for some of the sailors to drop from the martingale rigging into quite shallow water. These men took with them the end of a rope. The women and children were then lowered from the jib-boom into the arms of those ashore and carried beyond reach of the waves, after which the rest found but little difficulty in reaching the shore also. When all were landed the party sought shelter behind the sand-hills which form the crest of the beach, where they extemporized a tent with a piece of one of the tattered sails. They also kindled a fire. The fog was yet so dense that not the sign of a habitation could be seen. The people breakfasted, therefore, upon uncooked ham and some eggs obtained from the wreck. Thus in a measure refreshed, the captain and the mate set out in quest of aid. They took the wrong direction, however, to the south, and traveled three or four miles before finding a house, that of Mr. Jackman, near the lower end of the island. They arrived there about 10 o'clock. In the meantime a

young man named Stevens, residing with his parents at what is known as the Half-way House, four miles south of the life-saving station and a few hundred yards north of where the wreck lay, came down to the beach in search of drift stuff washed up during the storm. He had not traveled far when he discovered wreckage, and soon afterwards heard the slatting of sails. Quickening his pace he shortly sighted the wreck. As the tide was receding he climbed on board and found the schooner deserted. But the tell-tale rope with a bowline turned in the end, hanging over the side, was evidence that some at least of the crew had escaped. Upon jumping ashore again he soon found their foot-prints and in a little while was in the midst of the little party huddled about the fire where they had been left by the captain. Quickly taking in the situation he gave the castaways a few words of encouragement and darted off, returning ere long with a wagon, in which he conveyed the party to his home, where warm clothing placed in his father's charge by the Merrimac Humane Society, of Newburyport, was distributed to those most in need, the supply being insufficient to go round. It was very soon after this that the station men arrived. The south patrol had been doubled, owing to the storm, and the two men sighted the schooner's masts from near the end of their beat at 8 o'clock, during a lift in the fog. One of them, William Pettingell, kept on, while the other, Charles M. Noyes, hurried back to the station with the alarm, the two before separating coming to an understanding that if the life-saving appliances were needed Pettingell should return at once. As he found the people safe at the Half-way House and did not return the rest of the crew joined him as quickly as they could. As soon as he arrived and ascertained the people's needs, the keeper dispatched two of the men back to the station for the clothing donated by the Women's National Relief Association, and in a few hours the shipwrecked people were all comfortably clad. Keeper Elliott also proceeded to Newburyport and conferred with the president of the Merrimac Humane Society, who authorized every necessary provision for their comfort at the expense of the society and arranged for their removal from Mr. Stevens's house to the Plum Island Hotel, where the accommodations were more ample. They remained there until the 10th (three days) and were then forwarded to Chelsea and Boston. The body of Ella M. Spearing, the eldest of the two children, was recovered on the 9th, three miles south of the wreck, by a man residing in that locality. The station crew patrolled the beach for several days in search of the other bodies, but they were not found.

The circumstances surrounding this wreck and the escape of the survivors were made the subject of special inquiry, and in the light of the evidence of the captain and the mate, as well as of others, the conclusions of the investigating officer that, although the disaster occurred but four and a half miles from the station, and technically within the scope of its operations, the condition of the weather was such that no

blame should rest upon the crew of the Plum Island Station, seem to be well sustained. The wreck had occurred nearly two miles beyond the patrol limit. There was no neglect on the part of the patrols, but the fog and rain were so impenetrable that it was practically impossible to see the vessel at such a distance.

CAPSIZING OF A SKIFF.

The next case was the drowning of George Nugent, on April 16, 1886, in Chicago Harbor, near the breakwater, about half a mile from the Chicago Life-Saving Station, (Eleventh District), Lake Michigan. It occurred at 2 o'clock in the afternoon. Nugent and three companions had gone out to the breakwater duck-shooting. Rainy weather setting in, a man whose name is unknown, who was also out on the breakwater, engaged Nugent to pull him across the harbor to the city. Upon Nugent's return, his boat capsized as he was clambering on the breakwater and he fell overboard. He succeeded in getting hold of the boat and called lustily for help. His cries being heard on board the steamer Wallula, which was anchored near by with a barge alongside, directly in range with the station at the mouth of the river, her crew sprang into their yawl and put off to his aid. Before they could reach him, however, Nugent becoming exhausted relaxed his hold and sank out of sight and was drowned. News of the accident reaching the life-saving crew a few minutes later, from a passing tug, they manned their surfboat and hastened to the scene. They found nothing but the capsized boat, which they towed to the station. The station grappling apparatus was then got out and the crew made diligent but unsuccessful search for the body until evening, when Nugent's sorrowing comrades accompanied them back to the city. The next day, after a few hours' search, the remains were recovered and sent home. Considering the failure of the Wallula's crew to rescue the young man, although they were so near, it is altogether unlikely that the station crew could have reached the spot in time, even if they had seen him fall in, on account of the distance. As it was, the place was entirely hidden from the view of the lookout by the steamer lying between. It is clear, therefore, that they were not to blame.

WRECK OF THE BRIG J. H. LANE.

The last fatal wreck of the year was one that may perhaps scarcely be considered within the scope of the operations of the Life-Saving Service. It was that of the brig J. H. Lane, of Searsport, Maine, on the 19th day of April, 1886. She was wrecked off the coast of Florida on a reef three-quarters of a mile from shore and about five and a half miles to the southward of the Gilbert's Bar House of Refuge, (Seventh District.) Under these circumstances and in view of the fact that no crew is employed at that station—simply one man as keeper—the Service should not be held responsible for the fatality attending the wreck. The brig was on a voyage from Matanzas, Cuba,

to Philadelphia, Pennsylvania, with a cargo of molasses. She had a crew of eight men, and one of these, the steward, Henry Whitlock, of Portland, Maine, was drowned. She encountered heavy weather on the 16th, which drove her so near the coast that to avoid going ashore that night she was brought to with both anchors down about three miles from the beach, in which position she was discovered early the next morning by the keeper of the Gilbert's Bar House of Refuge, who, in the discharge of his duty, was patrolling the beach on the lookout for wrecks. The weather continued stormy, with frequent heavy rain-squalls, and there was a terrific sea running, but the brig managed to hold on until the morning of the 19th, when she parted her cables at about half-past 1 o'clock, and drove on the reef, as previously stated, three-quarters of a mile from the shore. Her situation was discovered by Keeper Bunker, seven and a half hours later (9 A. M.), during a temporary cessation of the rain. Fortunately he was not alone, two men, named H. Q. Hawley and Charles Wolf, bound down Indian River, which flows north and south and is separated from the ocean by a narrow strip of barren sand beach, having sought shelter at the station from the storm the day previous. These men promptly volunteered their aid in anything the keeper might undertake, and accompanied him down the beach, the three arriving abreast of the brig at 11 o'clock. She lay with her head to the north, and was heavily listed to starboard, or off-shore, with the seas breaking on deck and making the situation of her crew extremely dangerous. It was evident she could not hold together many hours in such an exposed position, and as the surf on the beach was becoming smoother with the ebbing of the tide and it was the most fitting time to attempt to land, the keeper made signals to the people on the wreck to get out their boat and come ashore. The boat was accordingly hoisted out, although not without great difficulty and risk, and the crew shoved off. They were immediately swept astern by the current and had just cleared the brig's quarter when a big sea caught the boat and whisked it bottom up and all hands were thrown into the water. They all succeeded in getting hold of the life-lines, which, through the foresight of the captain, had been fitted around the boat's gunwale before it was put overboard. It was not long, however, before Henry Whitlock, the steward, lost his hold and was swept away by the angry flood and drowned. Several of the others narrowly escaped a similar fate, being frequently washed off, but they as often succeeded in swimming back and regaining the rope. It was in fact a battle for life from the very outset, and the keeper, who was powerless to aid them while yet they were so far out, could only watch with breathless interest, expecting to see the poor fellows engulfed at any moment. The current swept the boat rapidly to the south, and the heave of the sea was at the same time bringing it gradually shoreward, so that when two miles from the wreck the boat was almost in the breakers. Keeper Bunker and his companions had kept abreast of the boat during its drift, and when the opportune moment arrived a bold dash was resolved upon. The keeper had brought with him a heaving line, and fast-

ening this about his waist he waded out into the surf, the two assistants holding the other end in readiness to pull him in when he gave the word. Watching his chance he rushed out with a receding wave, grasped one of the men clinging to the boat, and shouting to Hawley and Wolf to pull away, he was drawn ashore with his burden just as an immense wave broke over his head and almost overwhelmed him. The first man saved proved to be the captain. Again and again did the brave fellow venture out in this manner until all seven of the survivors were brought safely to the beach. They were almost perished from long exposure and scarcely able to stand, and it now became a serious question how they were to reach the station, seven or eight miles distant. Bunker had fortunately put a flask of brandy in his pocket that morning upon setting out, and this served to revive the men somewhat and enable them, after a brief rest, to start on their toilsome journey. It was 5 o'clock in the evening and the rain still sheeted down in torrents. The mate, a son of the captain, became utterly prostrated when half way and had to be left behind until the party got to within a mile and a half of the house, when the keeper, leaving the others in charge of his volunteer assistants, turned back for him, after instructing Hawley and Wolf where to find provisions and the means of making a fire in case they reached the house before he came up. By alternately carrying and leading the mate, and frequently halting to rest he got him to the station at 2 o'clock in the morning, where a good fire and a hot meal awaited them. As soon as the people were sufficiently revived they were provided with comfortable beds. A few hours' rest restored the shipwrecked crew completely, with the exception of one man, who was threatened with congestion of the lungs. The prompt application of a mustard plaster from the medicine chest soon, however, brought him relief. After breakfast the keeper conveyed some of the party down the river in his sail-boat to a point abreast of the reef, and it was then discovered that the brig had broken up during the night, the beach for a long distance being strewn with the fragments. Search was at once made for miles along the shore for the steward's body, but it was not found. The sailors were hospitably cared for by the keeper until April 26, when they left in their own boat, by way of the river, for the north, a sufficient supply of provisions being furnished to last them until their arrival at the next house of refuge (Indian River), some twenty miles up the coast. They reached the latter point the evening of the same day at 5 o'clock and put up for the night with Keeper Stoeckel, who took proper care of them and saw them off the next morning fully supplied with provisions, *en route* for Titusville, seventy-two miles farther on, whence they could take the train to New York. Before departing the brig's crew left the following acknowledgment with Keeper Bunker:

“ GILBERT'S BAR, FLORIDA, *April 23, 1886.*

“ We, the undersigned officers and crew of the brig J. H. Lane, which stranded on a reef six miles south of the Gilbert's Bar House of

Réfuge, desire to express our heartfelt thanks to Samuel F. Bunker, keeper of said station, also to H. Q. Hawley and Charles Wolf, who gallantly assisted him. We would undoubtedly have perished either in the surf or on the beach but for the efforts and courage of these brave men.

“ALONZO SHUTE, *Captain*.
 “FRED. A. SHUTE, *1st Mate*.
 “A. FUHRMAN, *2d Mate*.
 “JOH. MARTIN JAKOBSEN.
 “JOHN AHLKOG.
 “ADRIAN KESSEL.
 “FREDERICK JONES.”

LOSS OF KEEPER WILLIAM JONES.

To the record of casualties for the year should be added the death by drowning of Keeper William Jones, of the station at Racine, Wisconsin, (Eleventh District,) which occurred on the afternoon of the 22d of September, 1885. From the report of Lieut. J. H. Rogers, the district inspector, who arrived at the station that morning on his regular tour, and who witnessed the accident, it appears that he had inspected the station and its equipment, and exercised the crew in the use of the several life-saving appliances, including the life-boat. The lieutenant had frequently been out with the crew in the surf-boat, and knew that the men generally were expert in handling it, and as he was desirous of taking the 1.45 P. M. train to Milwaukee, he had about decided not to order that boat out. When, however, Keeper Jones suggested such a drill, he assented, and concluded to take a later train. The boat, therefore, at a quarter past 1 o'clock, after the men had had their dinner, was ordered out for practice in launching and landing through the surf. The wind was fresh from the northeast, and there was a moderately rough surf tumbling in on the beach to the northward, or to windward of the harbor piers where the drill was to be had, but still the sea was not so high as to cause any apprehension of disaster. In fact, the men themselves said, after the accident, that a twelve-foot Whitehall boat could have gone off. The chief element of danger was the current along shore, which, from the direction of the wind, was likely to sweep the boat directly towards the piers. The boat got afloat all right, but before it could be rowed beyond the breakers it was forced by the current so near to the north pier that the rebounding seas nearly swamped it, and the men were compelled to back in to the beach to bail the water out. It was evident to all that due allowance had not been made for the strength of this current; so before launching the second time the boat was hauled some distance up the shore to windward. The inspector also cautioned Jones to head well up to the sea, so as to counteract as much as possible the effect of the current. Notwithstanding all this, the boat, when afloat, was again swept rapidly towards the north pier, and Lieutenant Rogers made signals for it to return. These signals were not heeded, however, and when the boat was within a hundred and

fifty feet of the pier, a big sea, in its rebound from that structure, caught it on the starboard bow and slued it broadside to the surf, with its head to the north. A moment later, before the boat could be recovered and its head pointed off shore again, another sea struck it and turned it completely over and the crew were thrown floundering into the water. This was at half-past 2, the accident occurring some three hundred yards from the shore. All hands but the keeper immediately swam for the beach, and with the aid of the bystanders with ropes they were soon helped out. Keeper Jones, however, after clinging to the boat for a moment or two, sank out of sight and was drowned. It is supposed that he was injured in some way, either by the steering oar or by being thrown violently against the boat. However that may have been, his life-belt was torn from his body and it soon floated ashore with the ties of stout webbing, by which it was fastened, broken. It seems probable that the handle of his oar caught in the band as the boat went over, and that it was thus wrenched in twain. It was satisfactorily proven, beyond a doubt, that there was no defect in the webbing, as in subsequent tests of its strength a strong man was unable by ordinary means to break it. Although but a few months in the Service, Keeper Jones had given abundant proof that he possessed all the qualities requisite for so important a post, and his death is lamented as a great loss. There is consolation in the reflection that the widow and two fatherless children are not left entirely destitute; the provisions of the eighth section of the act of May 4, 1882, being applicable in their case. Under this act they are the recipients, for two years from the date of his death, of the pay that he would have received during that period if alive. Diligent search was made by his comrades by dragging the bed of the lake along shore, and by diving in the vicinity of the piers, but the body of the unfortunate man was not recovered until October 1, nine days afterwards, when it was washed ashore twelve or thirteen miles to the southward of where the boat upset and beyond the harbor of Kenosha. Thus perished by this distressing accident a brave and faithful man and a good keeper.

AWARDS OF MEDALS.

During the past year the Department has awarded medals in three instances for heroism in saving life.

The first was a silver medal to Charles E. Biller, a young man residing in Newark, New Jersey, for rescuing Thomas O'Neil, of the same city, from drowning in the surf at Ocean Grove, New Jersey, on the 16th of August, 1884. It appears that Mr. Biller, who is an employé of the Western Union Telegraph Company at Newark, was on an excursion to Ocean Grove, and that, while strolling along the sea-shore at about noon, in the company of a friend, he observed a commotion among the bathers. It was also noticed by Biller and his companion, as they hastened to the spot, that men were getting life-lines ready, as though

preparing for a rescue. The reason for this excitement was soon apparent. A young man was struggling with the waves about fifty yards out from shore, and in danger of drowning. Biller, without a moment's delay, as soon as he heard the piteous cries for help, dashed through the assembled multitude and out into the water, and by a few vigorous strokes was quickly beside the drowning man, who by this time was almost unconscious. He seized him with great dexterity, and brought him near enough to the shore for others to wade out and assist in drawing the man safely from the water. It appears that O'Neil, who is an expert swimmer, had swum out to a boat about two hundred and fifty yards from the shore, and was on his way back when he was seized with cramps, and his cries for help attracted the attention of the people on the beach. Mr. O'Neil states in his affidavit that he was utterly unable to use his limbs, and that he undoubtedly owes his life to Biller's gallantry. It is learned that Mr. Biller has earned for himself an enviable reputation for life-saving work, being credited with having rescued six others from watery graves prior to this occasion. The first instance was in the summer of 1877, when, though a youth, he is said to have rescued three girls who had been upset from a boat in the Passaic River, near Rutherford Park, New Jersey. He is also reported to have saved, on the 20th of June, 1883, a Mr. Benedict and his two daughters from the surf at Brighton Beach, Coney Island. His inability, however, to learn the whereabouts of these persons and obtain their testimony prevented the Department from taking cognizance of these cases.

The second award was a silver medal bestowed upon Mr. Joseph Greenwald, of Saint Louis, Missouri, for rescuing two persons from drowning in the Mississippi River. It appears from the evidence presented that on a certain morning in May, 1882, Mr. Greenwald, while out rowing upon the river in a small racing shell, noticed a racing shell similar to his own, with one man in it, attempting to round Pittsburgh Dike, a point on the Illinois shore, where the current was very swift and dangerous, the river being very full and at least twenty feet higher than its ordinary level. The moment the shell encountered the full strength of the current, as it opened the point, it was swamped and capsized and its occupant, Alexander Malcolm, of Saint Louis, was thrown out, and immediately sucked under by the eddying whirlpools. When he reappeared at the surface, so rapid was the current, his shell had been swept fully two hundred yards away from him, down-stream. Mr. Greenwald at once headed for the spot, but a party of men in a four-oared boat, which at that moment shot out from the bank, seeing the frail shell that he was in, shouted to him to keep back and that they would rescue the man. They did make several efforts to reach Malcolm, but the eddy was so strong they were unable to manage their boat so as to get near him, and finally had to give up in despair. Mal-

colm in the meantime had sunk several times and was fast losing his strength, when Greenwald, who had watched the ineffectual efforts of the men, at this moment bounded his shell into the midst of the whirling waters, and the instant Malcolm came to the surface extended an oar to the drowning man who quickly grasped it and, by great dexterity on the part of Greenwald, was drawn to the gunwale of the shell, which was only saved from upsetting by Greenwald throwing his weight to the opposite side, and the half-drowned man was pulled safely to the shore. Witnesses aver that the rescue was effected by Mr. Greenwald very skillfully and at the risk of his own life, the shell he himself was in being no better fitted to cope with the eddying current than the one from which Malcolm had been upset.

The second occasion was in the month of August, 1884. Mr. Greenwald was bathing with some friends in a branch of the river which runs between a small island and the Illinois shore, near the town of Cahokia, the branch being about a hundred yards wide and fully twenty feet deep. Greenwald and his companions saw a man leap into the water from the opposite bank, and the next moment splash and flounder about as though unable to swim. They at once struck out, intending to swim over to his assistance, but as the commotion soon ceased it was thought, as the people on the shore near him made no outcry nor effort to rescue him, that he was all right, and they turned back. As the man did not, however, reappear, Greenwald remarked to his comrades that he believed after all that he was drowning, and they all set out again. Greenwald, being a rapid swimmer, reached the spot in advance of the rest, and diving at once he fortunately grasped the man, brought him to the surface, and swam with him to the bank, where, with the aid of the others, he was lifted ashore. The poor fellow was nearly gone, but with the prompt assistance of the bystanders he was speedily resuscitated, and came out all right. Strange as it may seem, the brave Greenwald never inquired the man's name.

In both these instances death would certainly have resulted but for Mr. Greenwald's intrepidity, and the medal of the Service was worthily bestowed.

The third award was a gold medal to James Larson, of Sister Bay, Door County, Wisconsin, for the very gallant rescue, on the night of October 16, 1880, of the crew of seven men of the British bark *Two Friends*, of Port Burwell, Ontario, wrecked in North Bay, a small harbor on the Wisconsin shore, near the northerly end of Lake Michigan. It seems that a fleet of nearly thirty vessels had sought refuge there from a heavy southerly gale, and among them was the *Two Friends*, deeply laden with salt. Being the last to arrive, and as the bay was crowded, she was compelled to anchor in an exposed berth directly at the entrance, where the sea had an unbroken sweep from the lake and it was very rough. She came to with both anchors at 3 o'clock

in the afternoon, and two hours later dragged ashore on the northerly side of the bay, where she almost immediately swung broadside to the sea and fell over on her starboard side, or off shore. Thus exposed, her deck was in a very short time swept of everything movable, the cabin was smashed in, the boat was washed from the davits and stove in pieces on the rocky shore, and the crew were driven to the rigging. Although several other vessels were aground up the bay none of their people were yet ashore, and the only persons on the beach at that time were James Larson, a fisherman of the locality, and his hired assistant, Ole M. Rasmussen. They were before long, however, joined by the crew of one of the other stranded vessels who had landed in their own yawl. Larson begged their aid with their boat, but this was refused, the captain offering in excuse that his boat could not live in such a sea as was running where the bark lay. They, however, aided him in an effort to throw a small line to the vessel by means of a shot-gun, but the distance, one hundred yards, was too great, and the attempt failed. This idea was doubtless due to his previous training as a surfman at one of the life-saving stations on that coast. With the approach of night a driving snow-storm set in and as the vessel showed signs of breaking up, the situation of the people in the rigging became very alarming. The party on shore were now dropping off one by one to seek shelter, believing that nothing further could be done until daylight next morning. This left Larson and his comrade alone. The two remained some hours longer watching the vessel and listening to the piteous cries of the people for help, which could plainly be heard above the howling of the gale, until the brave Larson could stand it no longer, and he resolved to get a boat at all hazards and attempt the rescue alone, although Rasmussen, who was himself a boatman, tried to dissuade him from it. It should be stated that Larson's own boat had been driven on the rocks by the gale and damaged so badly that it was unfit for use. But for this he would have ventured out soon after the bark struck. He at last succeeded at about 10 o'clock in borrowing a light, fourteen-foot clinker-built boat from William Marshall, the superintendent of the North Bay property, in spite of the remonstrances of several persons, among whom were captains of vessels in the bay, who derided his earnestness and characterized the project as foolhardy; some going so far as to say that no one but a lunatic would think of going out to the wreck in such a sea, and that he would surely lose his own life. In fact, so strong was the opposition and the belief that Larson would be dashed back against the rock-bound shore, that it was only when he offered to deposit with the owner the money value of the boat that he obtained consent for its use. Undeterred by the many objections, he sent for the boat, which had to be carried some distance through the woods, and then fastening a small line about his waist, he took his seat, and when a favorable moment presented shoved off, and in seven trips brought the

bark's crew, one at a time, safely ashore, the entire operation taking him just one hour and a half. The last man was landed precisely at midnight. He had several narrow escapes, the boat being swamped no less than five times, and the utmost difficulty was encountered in getting the numbed and almost exhausted men off the wreck. This was done by their lowering themselves from the jib-boom, it being too dangerous for him to go alongside or even to lay in his oars. As the night was bitter cold it is altogether improbable that the men would have survived until morning, and in the light of the evidence presented no doubt was entertained that their escape was due entirely to Larson's daring and self-sacrifice, and this was held to entitle him to the highest award within the province of the Service to bestow. The grateful sailors pressed him to accept a pecuniary reward, but this, although a poor man, he chivalrously declined.

ESTABLISHMENT OF STATIONS.

The three stations located respectively at Morris Island, South Carolina, and at Jupiter Inlet, and Santa Rosa Island, Florida, mentioned in the last report as completed, have since received their equipments and been put in operation, as have also two stations on Lake Michigan, namely, at Holland, Michigan, and at Sturgeon Bay Canal, Wisconsin, and five houses of refuge on the coast of Florida, located respectively at Smith's Creek, Mosquito Lagoon, Chester Shoal, Cape Malabar, and Indian River Inlet. New stations are in course of construction at North Scituate, Massachusetts, and at Frankfort, Pent Water, White River, and South Haven, Michigan. The first named station is nearly completed. The four latter, under the terms of the contract for their erection, should have been completed on the 24th of March last, but by reason chiefly of delays on the part of the contractor are still far behind.

REBUILDING, REPAIR, AND IMPROVEMENT OF STATIONS.

The station at Ocean City, New Jersey, which was being rebuilt at the date of the last report, has been completed. The station on the west side of Block Island, Rhode Island, and those at Ditch Plain and Georgica on Long Island have been reconstructed and enlarged, and a keeper's dwelling has been erected for the Shoalwater Bay station on the coast of Washington Territory. Contracts have also been entered into for rebuilding the Shark River and Townsend's Inlet Stations on the coast of New Jersey, and for the repair and enlargement of nine stations on the coast of Massachusetts and twenty on the coast of Long Island, to meet the requirements for more room for additional apparatus and equipment and the demand for more comfortable quarters for the men.

BURNING OF THE SALMON CREEK STATION.

The life-saving station at Salmon Creek, (Ninth District,) Lake Ontario, New York, was destroyed by fire on the night of the 27th of March, 1886, between 10 and 11 o'clock. The station had been closed all winter and the keeper, who resides about half a mile distant, had on that day received an order to enlist his crew in readiness for re-opening on April 1st. This order had been complied with, and the keeper had laid in a supply of provisions, everything when he withdrew and locked the doors shortly after 6 in the evening appearing to be all right. At about 11 o'clock that night he was aroused from sleep by a neighbor with an alarm of fire, down by the lake, in the direction of the station. The fire was supposed to be at Wright's Hotel, not far away. Keeper Chapman immediately hastened to the scene in the company of his neighbors, and then found that it was the station itself on fire. The outbuildings were even then almost destroyed, so rapid had been the progress of the flames. Upon opening the door of the main building, on the opposite side, to procure fire-buckets, the men were driven back by the sudden outburst of smoke and flames from within, and their efforts were futile. The fire in the main building seemed to be independent of that on the outside, and this led to the belief that it was of incendiary origin. The station, with its outfit, was entirely destroyed, not an article being saved. Active efforts have been made to discover the guilty party, but thus far without success.

BOARD ON LIFE-SAVING APPLIANCES.

A meeting of the Board on Life-Saving Appliances was held in Buffalo, New York, during the first week in September, at which a large amount of business was transacted. A full report of the proceedings, and the conclusions of the Board will be found in the latter part of this volume.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The invaluable benefit to the survivors of shipwreck of the supplies of clothing, delicate food, &c., furnished the stations by the Women's National Relief Association has been set forth in all the reports of the Service issued since the organization of the association in 1880. The usefulness of these stores in mitigating the distress of the victims of marine disaster has been conspicuously illustrated during the past year, relief to unfortunate sufferers having been administered from them on twenty-five different occasions, as follows:

To the people rescued from the schooner M. M. at the Gu rnet Station, coast of Massachusetts, on August 17, 1885; the schooner Maggie, at the Hunniwell's Beach Station, coast of Maine, on August 22, 1885; the sloop Little Lottie, at the Chatham Station, coast of Massachusetts, on September 7, 1885; the schooner R. B. King, at the Muskegon Station,

coast of Lake Michigan, on November 7, 1885; the schooner *Moses Webster*, at the Monomoy Station, coast of Massachusetts, November 28, 1885; the schooner *E. H. Williams*, at the Holly Beach Station, coast of New Jersey, on November 30, 1885; the schooner *Nellie Wadsworth*, at the Durant's Station, on the coast of North Carolina, on December 6, 1885; the schooner *Sea Flower*, at the Quoddy Head Station, on the coast of Maine, on December 27, 1885; the schooner *Lena Hunter*, at the Cape Henry Station, on the coast of Virginia, on December 27, 1885; the schooner *Mattie D.*, at the Brenton's Point Station, coast of Rhode Island, the sloop *Richard M. Johnson*, at the Rockaway Point Station, coast of Long Island, the schooner *Isaac Carlton*, at the Fourth Cliff Station, coast of Massachusetts, and the schooner *Allen Greene*, at the Point Judith Station, coast of Rhode Island, on January 9, 1886; the schooner *T. B. Witherspoon*, at the Surfside Station, coast of Massachusetts, January 10, 1886; the schooner *Jennie Beasley*, at the Currituck Inlet Station, coast of North Carolina, January 26, 1886; the schooner *Mary A. Killen*, at the Fourth Cliff Station, coast of Massachusetts, February 3, 1886; the schooner *Lizzie M. Dun*, at the Ditch Plain Station, coast of Long Island, February 10, 1886; the schooner *D. and J. Lee*, at the Nausett Station, coast of Massachusetts, March 23, 1886; the schooner *Europa*, at the Quogue Station, coast of Long Island, March 30, 1886; and a sloop, at the White Head Station, coast of Maine, May 1, 1886. Clothing was also furnished to the captain of the sloop *Alice*, who fell overboard accidentally at the Sheboygan Station, Lake Michigan, on August 29, 1885; to a man rescued from the water, at the Sand Beach Station, Lake Huron, November 12, 1885; to a Mr. Poland, whose boat stranded during a rain-storm at the Little Beach Station, coast of New Jersey, December 6, 1885; to a destitute sailor, at the Brazos Station, on the Gulf coast, January 8, 1886; and to a fisherman at the same station, on January 12, 1886.

The Association has replenished during the year the depleted stores of thirty-three stations and supplied one.

SERVICES OF LIFE-SAVING CREWS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1886.

SERVICES OF LIFE-SAVING CREWS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1886.

July 1, 1885.—The record of casualties for the year opens with the three-masted schooner *Emma D. Endicott*, of Philadelphia, Pennsylvania, bound from New York to Baltimore, Maryland, which with a cargo of cement, and with a crew of six men, and the captain's wife and child also on board, ran ashore on Hog Island bar, coast of Virginia, about a mile and a half east-southeast of the Hog Island Station, (Fifth District,) soon after midnight. The station being closed for the summer she was not discovered until daylight, at which time two of the station crew boarded her. Upon learning her situation they returned ashore and reported to the keeper, who by that time was engaged mustering a crew of residents of the island. The men reached her in the surf-boat by 8 o'clock. As the schooner was leaking badly they manned the pumps and kept them going all day until near 7 in the evening, when they returned ashore, leaving two steamers alongside which had arrived during the day and were at work removing the cargo. It should be mentioned that a boat's crew composed in part of regular surfmen and the rest volunteers came up from the Cobb's Island Station, nine miles to the southward, at about 10 o'clock in the forenoon, but their services were declined. They deserve commendation for undertaking such a long pull to offer assistance. The vessel being placed in charge of the Baker Salvage Company by the captain, no further aid was required of the Hog Island crew and she was subsequently released (July 4,) in a damaged condition and with the loss of most of her cargo, and taken to Norfolk for repairs.

July 1.—The crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, at about half-past 7 o'clock in the evening, received word that a man had drowned in the river at Hamlin, three-quarters of a mile from the station. Several of the surfmen immediately proceeded to the spot, and after a half hour's diligent search succeeded in finding the body, which was lifted into their skiff and conveyed ashore.

July 2.—At half-past 2 o'clock in the morning the patrol of the Thunder Bay Island Station, (Tenth District,) Lake Huron, fired his red Coston light in time to warn off a steamer that was in danger of running on a reef which makes out from the southeast end of the island. On seeing the signal the vessel stopped and backed into safe water.

July 4.—At about 9 o'clock in the morning the lookout of the Louisville Station, (Ninth District,) Kentucky, noticed a skiff, with four small boys in it, in danger of being swept over the falls, at a point on the river a mile northwest of the station. A boat was immediately launched and the life-saving crew rowed out and took the skiff in tow and landed the occupants. This timely action undoubtedly saved the boys' lives, as the current in the Indiana Chute, where they were picked up, is very strong and difficult to escape from.

July 4.—At 3 o'clock in the afternoon a small eight-year-old boy, while playing near the Chicago Station, (Eleventh District,) Lake Michigan, fell from the wharf into the water and was in great danger of drowning. The accident was witnessed by several persons who immediately gave the alarm, and Surfman Wilson, reaching the scene first, heroically sprang in and rescued the lad.

July 5.—Soon after noon the crew of the Plum Island Station, (Second District,) coast of Massachusetts, assembled at the call of the keeper, (the station being closed for the summer,) and went to the assistance of the sloop *Henrietta*, of Boston, Massachusetts, a craft of forty-five tons, with a crew of three men and loaded with rough stone for the jetties at the mouth of the Merrimac River. Her anchor failing to hold, she had been forced ashore by the strong current that morning at 9 o'clock near Salisbury Point, a mile north of the station. When the life-saving crew arrived at 2 o'clock she was full of water. There was fortunately but little wind, and the water was quite smooth. They at once manned the pumps and pumped her out, and then after the tide had turned and risen high enough she was hove afloat and sailed up the harbor to the marine railway at Newburyport, where she could be hauled out for repairs.

July 5.—At 4 o'clock in the afternoon the schooner *Emma*, of and from Portland, Maine, bound to Philadelphia, Pennsylvania, with a cargo of ice, and having a crew of seven men, stranded in a thick fog about half a mile north of the Nauset Station, (Second District,) coast of Massachusetts. The station was closed at the time for the summer and the crew were off duty, but she was fortunately discovered by one of the surfmen fifteen minutes after she struck. As soon as he could notify the keeper, the latter mustered five members of the regular crew, launched the surf-boat, and started to the vessel's assistance. Arriving on board at about half-past 5, they proceeded to throw over cargo for the purpose of lightening her so she would float on the next tide. After working all night, having thrown over seventy-five tons of ice, without success in heaving her off at high water, they continued their labors until 5 in the afternoon of the 6th, when she floated off without damage and proceeded on her way. At the time she struck the schooner was standing inshore, on the wind, but the weather being so thick the land was not sighted until too late to change her course. The district superintendent, who resides in the vicinity, also boarded the vessel soon after she stranded, and rendered effective aid during the night in the efforts to relieve the vessel.

July 6.—The lookout of the Cleveland Station, (Ninth District,) Lake Erie, at about 3 o'clock in the afternoon, observed a small cat-boat capsized inside of the breakwater, a half mile to the westward of the station, and cast its two occupants into the water. The life-saving crew at once set out to the scene of the mishap and found the men clinging to the bottom of the overturned boat. The station men took them in charge, righted their boat, and towed the latter to the shore. The men were very grateful for their rescue, and ascribed the accident to their want of knowledge in handling a sail-boat.

July 7.—Late in the afternoon two surfmen, who are a part of the regular life-saving crew of the Cranberry Isles Station, (First District,) coast of Maine, during the active season, while returning in their boats from visiting their lobster traps, discovered a small schooner helplessly adrift in the fog, south of Little Cranberry Island. The only person on board was a feeble old man, who had lost his way. The surfmen took the craft in tow and anchored her in a safe berth. She had been

ashore earlier in the day on Bar Beach, about a half mile to the westward of the station, and was got off by some men from Baker's Island, who left her as soon as she was floated.

July 7.—At about half-past 1 o'clock in the afternoon the keeper of the Seabright Station, (Fourth District,) coast of New Jersey, received information that a vessel had just stranded near Seabright, about half a mile south of the station. At the time she struck there was a light southerly breeze and dense fog. The station being closed for the summer, the regular life-saving men were off duty. The keeper speedily mustered a volunteer crew, and, manning a large surf-boat that was used for pound-fishing, started out in search of the distressed craft. The weather was so thick that the men could see only a short distance in any direction, but, after a short pull they luckily found the vessel and boarded her. She proved to be the Swedish barkentine *Anna*, of Sandsvall, Sweden, bound from Aracaju, Brazil, to New York, laden with sugar. Her crew consisted of ten persons. The proffered assistance was eagerly accepted by the captain, and as it was about high tide and the vessel rolling considerably, it was thought that she could be hove clear without trouble. With this end in view the surfmen lowered her kedge anchor into their boat, bent on a hawser, and ran the former well out and planted it. The ship's company were so overcome with consternation at what they regarded as an alarming situation, that it was only through the positive and repeated assurances of the keeper that there was no immediate danger that they could be persuaded to help man the windlass. Unfortunately the heavy strain brought to bear parted the hawser, and the attempt to heave her off had to be abandoned. After consultation with the captain, and at his solicitation, the keeper went ashore and telegraphed for a wrecking-tug. He also notified the Maritime Exchange of New York of the accident, and sent a message to the customs authority requesting the presence of an officer to take charge of the cargo, which was dutiable. As the sea was smooth, with no indications of a change in the weather, the crew of the vessel decided not to leave her during the night, and the keeper also remained on board in his capacity as an inspector of customs, no special officer having yet arrived. Early the following morning (8th,) the wrecking-steamer *Rescue* put in an appearance with a lighter to receive the cargo if it was found necessary to remove it, but, in the afternoon at high water, the barkentine was floated without that additional labor. She proceeded to her port of destination, having sustained little or no damage.

July 9.—In the evening of this date three gentlemen secured the services of a surfman of the Salmon Creek Station, (Ninth District,) Lake Ontario, to act as oarsman while they fished for black bass a distance off shore. Becoming excited with the sport, which made them unmindful of the frequent warnings of the surfman, they capsized the boat, about a quarter of a mile from the station, and were all thrown into the water. The surfman succeeded in righting the craft and directed them to hold onto the gunwales until assistance arrived. One of the life-saving men, who was in a skiff near by, hastily pulled up to the scene and freed one of the gentlemen, who had become entangled in his fishing gear, and supported the other two until the keeper, who observed the accident from the station, came to their rescue with the rest of the crew. The imperiled men, by this time much exhausted, were pulled into the dingey and safely landed on the beach, and taken to the station, where they were provided with dry clothing. Their gratitude

was expressed in the following letter received by the General Superintendent :

"MEXICO, OSWEGO COUNTY, NEW YORK,
"July 11, 1885.

"DEAR SIR: We beg leave to inform you that on the 9th instant, while in a row-boat on Lake Ontario, near Salmon Creek Life-Saving Station, and about a quarter of a mile from shore, we were capsized, there being considerable sea on at that time. The watch at the station saw us at once, and in less than five minutes the men reached us with boats and rescued us from our perilous position. Through you we wish to tender our thanks to the service and particularly to Captain Parker and his men, of Salmon Creek Life-Saving Station, for their promptness and efficiency in rendering us the much needed aid which they did.

"We are, sir, your obedient servants,

"C. O. BROWN.

"M. W. COLLINS.

"L. D. SMITH.

"Hon. S. I. KIMBALL,

"General Superintendent U. S. Life-Saving Service."

July 10.—While on her way from Saint Andrews to Grand Manan, New Brunswick, a large sail-boat, laden with cedar sleepers, anchored in Quoddy Roads during the prevalence of a thick fog, and at 3 o'clock in the morning swung on Wormell's Ledge, about a mile northeast of the Quoddy Head Station, (First District,) coast of Maine. Her crew of two men cried out for help and were heard by a surfman who happened to be on the beach at the time. The station being closed for the summer, the keeper, who was notified of the accident, took two men, launched the surf-boat, and at once went off to the distressed craft. She was lying in a dangerous position on the rocks, and her crew, supposing that the boat was stove, had thrown most of the cargo overboard. The life-saving men succeeded in hauling her clear of the ledge, found there was no leak, picked up the drifting ties and stowed them on board, and left her in a condition to resume her voyage.

July 10.—During the night a surfman belonging to the Thunder Bay Island Station, (Tenth District,) Lake Huron, while on patrol duty, flashed his Coston light, and warned off a steamer that was standing toward the reef which extends into the lake from the southeast end of the island. As soon as the signal was burned the vessel changed her course and went clear.

July 12.—The schooner *Connecticut*, of Bangor, Maine, bound from that port to Boston, Massachusetts, with a cargo of lumber, and having a crew of four men, sprang a leak on the morning of the 11th, and the same evening ran into Seal Harbor, and anchored about a mile north of the White Head Station, (First District,) coast of Maine. Early the following day (12th,) she was discovered, floating very deep, by the keeper, who, with two volunteer surfmen, the station being closed for the summer, manned a small boat and pulled out to her. They were there joined by four other surfmen, who reached the vessel in their own boats. The schooner was found with two feet of water in the hold, still leaking badly, one of her pumps broken, and the crew almost worn out in their efforts to keep her afloat. It was deemed advisable to at once put her on the flats. The life-saving crew assisted to heave up the anchor, and to kedge her about a quarter of a mile, where she was grounded. At low tide a survey was made of the craft and several

bad leaks calked up; the pumps were repaired and she was entirely freed of water. The station men left her just before midnight after nearly six hours of continuous work. The next morning, (13th,) at the request of the captain, the surfmen again boarded the vessel, and aided in getting her off the flats and into the harbor, whence she subsequently sailed for her port of destination.

July 12.—At about 11 o'clock of the previous night the sloop *Active*, of and from New York, bound on a fishing cruise, with a crew of two men, went ashore, high and dry, on the point of Sandy Hook, three-quarters of a mile north of Sandy Hook Station, (Fourth District,) coast of New Jersey. The keeper received information of the mishap at about 7 o'clock in the morning of this date, and, his crew being off duty for the summer, he went off to the craft alone. The tide was so low that he could render no assistance at that time, so he returned to the station. In the afternoon, in company with the United States Signal Service observer, who kindly volunteered his services, he again boarded the sloop from the beach. With the help of the crew an anchor and line were carried out, and the latter set taut. As the flood tide made, it was found that the vessel was in a leaky condition, but the captain felt confident that he could keep her free of water if she could be floated. The mainsail was hoisted, and towards evening, by diligent and united work, she was hove clear; the anchor was weighed, and the sloop headed for the bay with the purpose of beaching her, as it required the unremitting efforts of all hands to keep her from sinking. On arriving at the entrance of the bay the wind almost died out, and the vessel drifted aimlessly about, unable to reach the land. Darkness was now approaching, and having no boat, with the water rapidly gaining on them, the situation became alarming. It was decided to abandon her. Signals of distress were displayed, and those on board shouted lustily for help. Fortunately their cries were heard, and two men put off from the shore in a bateau. No sooner had the latter got alongside than a light breeze sprang up from the southeast, and hoping that the craft might yet be beached, she was put about, but the ebb tide only carried her out to sea again. The water was now over the cabin floor, and the men nearly worn out with bailing. A light was placed in the rigging, and the anchor let go in seven fathoms of water. All got into the bateau, and, after a long and hard row of a mile and a half against a strong current, reached the shore very much fatigued. The shipwrecked fishermen, not being able to walk to the station, were taken to a house close by and generously cared for. The next morning nothing could be seen of the sloop, but in the afternoon the tug *Ceres* arrived with her in tow, having found her on her beam ends near the light-ship. The tug pumped her out and took her to New York.

July 16.—At 4 o'clock in the morning the keeper of the Monomoy Station, (Second District,) coast of Massachusetts, discovered a schooner ashore directly abreast of the station. She was the *Abbie C. Stubbs*, of and from Boston, bound to New Bedford, with a cargo of pyrites, and had two passengers on board, besides a crew of seven men. She had collided, soon after midnight, about three miles from the station, with the steamer *Perkiomen*, of the Philadelphia and Reading Coal Company, and had been run ashore to save her from sinking. The station being closed and the crew off duty for the summer, the keeper, with a party of wreckers from Monomoy, boarded the vessel soon after day-break, and at 7 o'clock the captain and the two passengers were landed on the beach, and taken thence to Chatham by the keeper in his sail-boat. The vessel was floated by the wreckers the following day, (17th,)

and taken to New Bedford in tow of the steam-tug *Confidence*. The crew of the *Perkiomen*, which was sunk by the collision, were rescued by the crew of the steamer *Chatham*, and afterwards transferred to the steamer *Berks*, and landed at Vineyard Haven.

July 17.—The keeper of the Blue Point Station, (Third District,) coast of Long Island, New York, the station being closed for the summer, in response to a call for such aid, went out into the bay with the Lyle gun, and discharged it several times over the spot where three persons had been drowned from a small pleasure yacht on the night of the 15th. Unsuccessful efforts to recover the bodies had in the meantime been made by parties from Patchogue. The firing of the gun was effectual, as the three bodies soon afterwards floated to the surface and were recovered.

July 17, 18.—Shortly after 2 o'clock in the afternoon a vessel was seen from the Middle Island Station, (Tenth District,) Lake Huron, several miles to the northward and westward, acting in a strange manner and evidently disabled. On nearer approach it was observed that she had only a small piece of sail up and was very low in the water. The station crew put off in the life-boat, and, when within a mile and a half of the craft, noticed a flag of distress hoisted on a pole about seven feet high. Arriving alongside, they found her to be the schooner *W. T. Chappell*, of Bay City, Michigan, with two men on board. At the request of the captain the surfmen brought the vessel to and anchored her in a good berth. It was learned that she was bound home from Mackinac Island, in the same State, with a cargo of roofing gravel, and, while beating down the lake in a rain-storm against a fresh southerly wind, was suddenly struck by a heavy squall, near midnight of the 16th, off Presque Isle. Before sail could be shortened both masts were carried away. She was knocked over on her beam ends and remained there until the wreckage could be cleared; the anchor was then let go in twenty-five fathoms of water, but it did not hold, and the wind kept driving them out to sea. Two steamers spoke them, and one offered to tow the schooner into a harbor seven miles distant, but the price demanded for the service was so extortionate, that the master did not feel able to pay it, and so they were left to shift for themselves. One of the crew was sent ashore in the yawl at daylight (17th,) to telegraph for assistance. In the forenoon the weather freshened, and the captain was obliged to jettison fifty barrels of the cargo to lighten the vessel. The wind hauled to the northwest, and commenced to blow a gale, the heavy seas sweeping the schooner fore and aft. A jury-mast was hastily rigged, a piece of the staysail bent on, the anchor weighed, and a course shaped for Middle Island where the imperiled men knew that succor would be at hand. The broken masts, standing and running rigging, and many of the sails had to be cut adrift. The foregoing, briefly expressed, was the captain's statement. As it was not likely that the sailor who had been sent ashore would readily find a telegraph office, the keeper dispatched a surfman overland to Alpena, ten miles off, with instructions to hire a tug. The life-saving crew pulled to the station for supper, and immediately after returned to the schooner. In the evening the surfman had executed his mission, bringing with him the sailor, who after a tiresome journey reached Alpena in the afternoon, and reported that a steamer had been engaged and was on its way to the scene. Lanterns and Coston signals were obtained, and the life-saving force kept a watch on the schooner during the night. Near daybreak (18th,) a tug was observed standing down the lake, and a Coston light was ignited to attract her attention. She proved to be the *Ralph*, of

Alpena, in search of the disabled craft. Arrangements for getting under way were soon effected, and the latter was taken in tow. The captain of the schooner was heartfelt in his appreciation of the assistance rendered by the surfmen who stood by him for more than fifteen hours. The fact that the vessel was worked to a good anchorage unquestionably saved her from being driven ashore, as she could not have cleared a point of land five miles to the southward. In the forenoon the schooner's wreckage of masts, rigging, and sails drifted near the beach, and were recovered by the station crew, who worked almost the entire day clearing the gear and landing it. This was subsequently turned over to the owners.

July 17.—It being reported that there was a dead man on the north shore of Hammond's Bay, the keeper and part of the crew of the Hammond's Bay Station, (Tenth District,) Lake Huron, manned a sail-boat and proceeded to the place indicated. They found the man, who had died apparently from some sudden and natural cause, in the stern sheets of a small schooner-rigged boat. As he was in a kneeling posture, and covered over by the mainsail, it is more than likely that he was stricken down while in the act of attending to his gear and had evidently been dead for several days. The body, together with the boat and effects, were taken to the station, where it was ascertained that the man's name was Charles Lobb, of Monroe, Michigan. The surfmen carefully buried the remains on the beach, and a week later the son of the deceased came after them. The sail-boat and the dead man's effects were likewise turned over to him.

July 17, 18.—At 6 o'clock in the morning, during a strong blow from the westward, the tug *Mintner* was obliged to cast off a raft of logs which she had in tow about two miles west of the Crisp's Station, (Tenth District,) Lake Superior. The raft began to break up, and when abreast of the station the surfmen went off and got hold of the tow-line, brought it on shore and snubbed it. The raft stranded a half mile to the eastward and a large portion of the logs were scattered along the beach. For several hours the next day the life-saving crew were kept busy running lines to and from the tug and in various efforts to float the raft off.

July 17-23.—At 1 o'clock in the afternoon of the 17th, while the keeper and two of the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, were out sailing in a small boat, they discovered a vessel ashore about nine miles southwest of the station. One of the men immediately landed on the southern point of the island and hastened back to summon the rest of the life-saving force, while the keeper and the other surfman proceeded as speedily as possible to the stranded craft. They arrived on the scene at half-past 2, and were joined a few hours later by the remainder of the crew, who pulled down in the surf-boat. The vessel proved to be the schooner *Camanche*, of Oswego, New York, bound from Cleveland, Ohio, to Chicago, Illinois, loaded with coal, and having a crew of eight men. It was learned that she had misstayed and driven on a reef the night before in a fresh southwest breeze, strong current, and rough sea. She lay about three-quarters of a mile from the beach. As the life-saving crew could render no assistance at this time, the master having gone to Glen Haven to telegraph for a tug and steam pumps, they returned to the station, which was reached at 9 o'clock. The surfmen proceeded to the vessel on the two following days, (18th and 19th,) and on the latter date assisted, during the entire afternoon, in discharging a portion of the coal to lighten her. On the 20th they again visited the schooner, but found that no aid could be rendered. The next evening (21st,) the tug *Wil-*

liams, of Manistee, towed them to the reef, but as the steam pumps would not operate the work had to be abandoned, and the station crew went back to their quarters. Early in the morning of the 22d the men launched the surf-boat, and for the sixth time repaired to the vessel. They labored industriously until near dark unloading coal, and finally, on the 23d, after having made thirteen trips to and fro in the surf-boat, over a distance of nearly one hundred and twenty miles, succeeded, by the help of the tug, in floating the craft without damage. She was then towed safely into the channel. While the schooner lay in her imperiled position the hoisting of her ensign at the masthead was a signal agreed upon by the master and keeper, and easily observable from the southwestern end of the island, to summon the life-saving men as their services were required.

July 18.—In the afternoon of this date a drunken man fell from the pier into the lake, a short distance east of the Milwaukee Station, (Eleventh District,) Lake Michigan, and was rescued by two of the surfmen who hastened to the spot as soon as the accident was reported by the lookout.

July 19.—The keeper of the Gurnet Point Station, (Second District,) coast of Massachusetts, gave succor and provided transportation across the bay to Plymouth to three fishermen whose boat had been overturned in the surf and badly stove about half a mile north of the station. It seems the accident occurred while they were attempting to go out through the surf after landing a fourth man of the party who had been taken sick; the surf being so heavy that the boat was thrown back upon the beach and so badly damaged that it was unfit for further use. The station was closed at the time for the summer and no one but the keeper on duty.

July 19.—Shortly after 7 o'clock in the evening the stern-wheel steamer *Buckeye State*, of Cincinnati, Ohio, bound from that port to Memphis, Tennessee, with a miscellaneous cargo, and a hundred and fifteen people on board, including thirty-five passengers, while trying to round to in the river and make a landing, ran on a reef of rocks above the cross-dam of the falls, about two hundred yards northwest of the Louisville Station, (Ninth District,) Louisville, Kentucky. The life-saving crew carried out their five-inch hawser to the stranded vessel, where it was passed around the capstan, the inshore part being made fast, by the keeper, to the levee. The steam force applied to the capstan soon brought a strain on the hawser, and in a few minutes the vessel was warped clear of the rocks, and proceeded to the city without damage.

July 19.—Between 2 and 3 o'clock in the morning the watch at the Ludington Station, (Eleventh District,) Lake Michigan, aroused the keeper and reported that a vessel had capsized several miles to the westward of the harbor. Before the crew could put off to her relief Captain Torrent, of the craft, with his two young sons, arrived at the station, having safely reached the shore in a small boat. It was ascertained that their schooner, the *Ida Jane*, of Manistee, Michigan, had been knocked over on her beam ends by a sudden squall of wind during a heavy thunder-storm. The party were at the time on their way home from Holland, Michigan, with a cargo of butter, eggs, and honey. The steam-tug *Sport* was moored near the station and the master was notified of the accident and promised to start for the scene at daylight. The keeper then had the surf-boat manned and the life-saving crew, at 3 o'clock, put off in search of the distressed vessel. In the meantime Captain Torrent's two boys had been put to bed at the station and comfortably cared for. When within about a mile of the schooner the tug,

with Captain Torrent on board, overtook the surfmen and towed them the rest of the way. The vessel was found badly listed, with her port side entirely submerged. The station men got her sails down as best they could and made a spare hawser, which had been fortunately brought along, fast around the mainmast, and she was towed, stern first, into the harbor. When inside the surfmen, by means of tackles and lines, righted her up, and with the station force-pump freed her of water. Subsequently they put her in trim to resume her voyage. Only a small portion of the cargo was injured. The captain and his sons were sheltered at the station for two days.

July 19.—At about half-past 9 o'clock in the morning, as two gentlemen were about to land from a small boat at the Saint Joseph Station, (Eleventh District,) Lake Michigan, one of them slipped and fell into the water. The surfman on watch at the time hastened to the man's assistance and pulled him out. As the latter could not swim he was in great danger of drowning.

July 19.—At about 5 o'clock in the afternoon the life-savers of the Milwaukee Station, (Eleventh District,) Lake Michigan, put out to a small row-boat which was seen drifting before a heavy sea several miles off shore. A moderate north wind was blowing at the time, with cloudy and rainy weather. The surfmen found three men in the skiff worn-out with rowing and badly frightened. The trio were transferred to the surf-boat and their craft towed to the station. The party then proceeded to their homes.

July 20.—Shortly before 6 o'clock in the evening intelligence was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, that a man had been drowned near Two-mile Island. The keeper and crew started in their boat to search for the body, and, after dragging the river in the vicinity of the island for some time, succeeded in recovering it. The body was taken on shore and the coroner duly notified.

July 22.—One of the crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, with the aid of the grapnels belonging to the station rendered excellent service on this date by assisting in raising the small fishing-sloop *Evelyn*, of Plymouth, Massachusetts, which had foundered the day previous in Squish Cove, three-quarters of a mile from the station, during a violent squall. The sloop was lifted clear of the bottom by means of the grapnel, and while thus suspended towed into shallow water where she could be pumped out and put in order again. The station at the time was closed for the summer.

July 22.—At 4 o'clock in the afternoon the lookout of the Cleveland Station, (Ninth District,) Lake Erie, observed a signal of distress flying from the water-works crib, situated outside of the breakwater pier, and about a mile and a half west of the station. The life-saving crew immediately manned the surf-boat and proceeded to the scene, and were informed that one of the workmen was overboard and in peril of drowning. The surfmen at once pulled in the direction indicated and found the man clinging to a plank and rapidly drifting before the heavy sea towards a rocky cliff, that, had he been dashed upon it would have proved certain death to him, as there were no landing places or means of escape. He was much exhausted when rescued and stated that he could not have lasted much longer as the waves had been constantly breaking over him. He explained that his hat had blown off and he had swum out into the lake to recover it, but in spite of his most strenuous efforts, owing to the high sea and strong current, could not regain the crib.

July 22.—The lookout of the Point Marblehead Station, (Ninth District,) Lake Erie, at about 3 o'clock in the afternoon, saw a horse back the wagon to which he was harnessed off the stone pier to the eastward of the station. A small boy, who was in the vehicle at the time, was precipitated into the water, but managed to hold on until he was rescued by a surfman who arrived on the scene a few moments after the accident. The life-saving crew then got the horse clear and raised the wagon up on the pier. The man to whom the outfit belonged was a Hungarian, and both he and the boy were very thankful for the prompt help afforded them.

July 23.—At half-past 5 o'clock in the evening the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to go up the river about four miles to search for the body of William McCuen, a boy who had been drowned, in the afternoon, while bathing. It was learned that he went into the water in a heated condition, was seized with cramps a short distance from the shore, and immediately sank out of sight. After dragging in the vicinity until 9 o'clock at night, the remains were finally recovered and turned over to the police authorities.

July 24.—Shortly past noon the keeper of the Buffalo Station, (Ninth District,) Lake Erie, noticed an unusual commotion among a party of young men who were in the water near the station, and suspecting that something was wrong, hastily summoned several of the crew. Together they rushed out to where the bathers were and found that one of the number, having either become exhausted or suddenly prostrated by the heat, had a few moments before sunk to the bottom. His companions, with as little delay as possible, however, had pulled the inanimate form into a boat, and the surfmen at once hauled the latter up on the beach, where the means employed in the Service to restore the apparently drowned were put in practice, and the man was, after some effort, resuscitated. He was then removed to the station, given stimulants, and put to bed. Towards evening, by careful treatment, he had sufficiently recovered to be taken in charge by his friends. Before leaving for home he warmly thanked the crew for their timely action in saving his life.

July 25.—At about 1 o'clock in the day, during a dense fog, Surfman C. U. Kenyon, of the Point Judith Station, (Third District,) coast of Rhode Island, who was in charge of a small sloop-yacht at the time—the station being closed for the summer—discovered a large steamer running directly for the shore and close in, just to the westward of Point Judith. He instantly hailed her to keep off and the steamer changed her course just in time to avert what might have proved a serious disaster.

July 28.—At about half-past 2 o'clock in the afternoon the day watch at the Sand Beach Station, (Tenth District,) Lake Huron, observed the fishing boat *Irene*, which was a mile and a half off shore, with two men aboard, capsized. The life-saving crew immediately launched the surf-boat and went to its relief in company with the Government steam-launch. After rescuing the imperiled fishermen the launch towed the craft inside of the breakwater, where the surfmen removed the stone ballast, righted the boat, and bailed it out. The vessel sustained no damage. There is little doubt, however, that but for the prompt action of the station crew the boat would have drifted out in the lake under pressure of the fresh westerly breeze and been lost, with its occupants. The latter were very grateful for being saved from such a fate.

July 27.—A gallant and heroic rescue was this day achieved by the stout-hearted life-savers of the Shark River Station, (Fourth District,) coast of New Jersey, under the intrepid leadership of Keeper John C.

Patterson. The cat-rigged yacht *Foam*, on the 25th instant, left Jersey City for Barnegat Bay on a pleasure cruise with a party of three gentlemen on board. All were bronzed and sinewy young men and perfectly at home in a sail-boat. After meeting with light and variable weather they encountered, on Sunday afternoon, (26th,) a northeast wind and rain storm that quickly increased in fury to a gale, making up a confused and turbulent sea. Sail was duly shortened, but, as the storm continued to grow in violence, it was found impossible to carry the canvas, and, in this extremity, it was taken in and the anchor dropped. All night the small craft pitched and tossed in the seaway. The next morning, (27th,) at daylight, they saw that they were but half a mile from the shore, and off the village of Key East, about six miles south of Long Branch, New Jersey. Realizing the extreme danger of their situation, and not knowing at what moment the cable might part, putting them to the desperate expedient of beaching the yacht, they hoisted their ensign, union down, in the rigging, as a signal for help. Soon after this, at about 6 o'clock, Keeper Patterson, who was patrolling the beach, discerned the boat through the rain and mist and at first took her to be a fishing vessel; but just then he was relieved of all doubt by a message from the proprietor of the Avon Inn, who had observed the proceedings from the upper veranda of his hotel, notifying him that the craft was in distress. The keeper at once hurried down the beach, mustering, as he went, a volunteer crew of surfmen, belonging to the service, who at that time were a part of the summer life-guard at the bathing grounds of Ocean Grove and Asbury Park, and then hastily repaired to the station and set the signal for the crew to "assemble." The beach-apparatus was got out and manned by those who had promptly responded to the call, and, with a team of horses procured from a stage-coach, it was hauled to a point on the shore opposite the yacht. By this time an excited multitude of people had gathered on the beach and in the vicinity, a few of whom were very obtrusive in their fantastical propositions and schemes for the rescue of the imperiled yachtsmen. The keeper remained resolute, however, and did not swerve from his own clear conception of duty. The gun was carefully trained and fired, but the shot-line parted and the shot fell in range of the boat's mast and well beyond it. Three succeeding trials to send the line over the craft proved ineffectual, as she was too far off. At last it was decided to make the hazardous venture of reaching the distressed men in the surf-boat; the latter was obtained, and with difficulty drawn through the heavy sand to a favorable spot. The brawny life-savers stripped for the work and put on their cork jackets. The shore was now skirted for nearly a mile and a half with an immense concourse of people, the number being estimated as between three and four thousand. The men on the yacht could be seen as they rose to view, at intervals, on the crest of the waves, still holding on for dear life. The surf-boat was finally launched, and succeeded in getting through the fierce undertow, and by vigorous handling of the oars reached the heavy break outside; here the strong set of the current, in spite of all efforts to the contrary, drove the surfmen far to the southward, and, it being literally impossible to pull to the yacht in the teeth of the high wind and raging head sea, the boat was reluctantly turned for the beach and landed. It was now taken well to windward. Before making the second attempt the keeper caused to be marked, with charcoal, on the canvas which covers the beach-apparatus, in large letters, the words: *Cut cable, make sail, run for the shore.* This was to be held up, as a last resort, for the guidance of the yachtsmen, in the event of the life-saving crew not being able to succor them, in hopes that, if

the craft swamped, the occupants could be rescued with lines and the breeches-buoy. At about 11 o'clock the first real chance was seen in the wide break of water to make a successful launch. At this juncture a messenger ran up and handed Keeper Patterson a dispatch calling him to the bedside of a dying brother, the light-house keeper at Sandy Hook. "Telegraph back that I cannot go now," was all he said, as with pale and determined face he gave the word for the men to take their places for the launch. The boat got off in good style and a rousing cheer went up from the throng of spectators as it shortly afterwards sped through a temporary rift in the wall of foam and was lost to sight as it rode down the crest of the wave. Not a mistake was made in crossing the bar. The seas now increased in height, and no time was to be lost. The life-savers, with every muscle strained, rowed as near as was safe to the storm-tossed craft, and the young men were told to leap into the boat. They all sprang together and landed safely. After an hour's unflinching fight with the storm, which old surfmen said was the hardest they had experienced at this season for years, the yachtsmen were brought unharmed to the shore. Their names were A. J. Goubert, A. P. Stanton, and E. J. Halsted, of Jersey City. They were taken at once to the Avon Inn and kindly cared for by the hospitable host, Mr. B. H. Yard. The next morning the yacht was brought in, partially filled with water, and moored in Shark River Inlet. When all the circumstances are considered, the fury of the gale, the high and dangerous surf, and the many annoying and useless interruptions that came from the excited bystanders, too much praise cannot be uttered for the cool courage, the undaunted pluck, and the daring work of the life-saving crew. The men who manned the surf-boat, under charge of Keeper Patterson, were John H. Pearce, John Redmoud, John H. Smith, David Kittell, H. A. Bennett, Edward Brand, and William Newman. Forman Brand and Ferdinand Newman also lent valuable help. Since the above occurrence petitions signed by many of the spectators have been received by the Department, urging the bestowal of medals upon Keeper Patterson and the crew of his boat in recognition of their great bravery and skill in effecting the rescue of the three young men.

July 27.—At half-past 8 o'clock in the morning the crew of the Cleveland Station, (Ninth District,) Lake Erie, were notified that a dead body was floating inside the breakwater pier, about three-quarters of a mile away. It was immediately brought to the station in the dingey, after which it was sent to the morgue, where the drowned man was identified. The case was clearly one of suicide, as the man had been seen several days previous walking along the river-side with some heavy weights and chains which were found attached to the body when it was recovered.

July 28.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, on this date, by their vigilance and prompt action, happily averted what might have proved a disastrous conflagration. The large steam-propeller *Cuba*, of Buffalo, New York, came round light from South Chicago the previous evening with nineteen persons on board, and made fast in the slip just south of the station. Shortly after midnight the lookout discovered smoke issuing from the cabin, over the engine room, which was soon followed by flames. He immediately aroused the crew, then rushed to the box and turned in an alarm to the city fire department. The engines were quickly on the scene, and he directed the firemen through the lumber-yards to the burning vessel. In the meantime the keeper, with the rest of his crew, had pulled under the stern of the propeller in the surf-boat, with the station hose and force.

pumps, and, after great difficulty, had landed the gear on a lumber-pile, twelve feet high, which stood in the way. They had just made the proper connections and were ready to play on the flames when the city engines arrived. The surfmen, who were by this time on the steamer, at once left their apparatus and turned to the more important work of leading along the larger hose belonging to the fire corps. Soon the flames were under control, and in an hour's time were completely extinguished. As the vessel was thickly surrounded by dry lumber, the timely discovery of the fire, together with the subsequent action of the life-saving men, doubtless saved a large amount of property from destruction. The steamer was damaged to the extent of several thousand dollars.

July 29.—The keeper and two of the crew of the Maunitee Station, (Eleventh District,) Lake Michigan, were out for nine hours in search of a man who was drowned the previous day in Manistee Lake. Finally, at about 2 o'clock in the afternoon, the diver who accompanied them recovered the body, which was found at a depth of fifty-five feet.

July 29.—At half-past 3 o'clock in the afternoon, while two of the crew belonging to the Evanston Station, (Eleventh District,) Lake Michigan, were out bathing from a row-boat they heard cries of distress proceeding from a party of boys who were in the water about half a mile north of the station. Reaching the scene as quickly as possible, the surfmen found one of the number, a lad about thirteen years of age, almost drowned. Venturing too near the end of the breakwater the undertow had drawn him beyond his depth, and not being able to swim he had sunk out of sight. The life-saving men caught him as he was going down for the third time. He was forthwith conveyed ashore and the means employed in the Service to restore vitality in such cases were immediately resorted to. After a half hour's vigorous treatment the patient had revived sufficiently to be carried to the station. He was then rubbed with flannels, given proper stimulants, and when reaction was fully established taken to his home and put to bed. The prompt action of the surfmen in applying the methods of resuscitation undoubtedly saved the youth's life.

July 31.—At half-past 12 o'clock in the afternoon, as a gentleman belonging to an excursion party, after visiting the Saint Joseph Station, (Eleventh District,) Lake Michigan, was about to take his departure in a small row-boat, he slipped and fell into the water. He succeeded in keeping himself afloat by holding on to the boat until one of the surfmen went to his assistance and pulled him out.

August 2.—At 2 o'clock in the afternoon the fore-and-aft scow *J. U. Porter*, of Lorain, Ohio, bound from that port to Cleveland, in the same State, with a cargo of limestone and a crew of five men, while lying at the wharf near the Point Marblehead Station, (Ninth District,) Lake Erie, during a fresh northeast gale and heavy sea, was in danger of parting her lines and being driven on the beach. A four-inch hawser was provided from the station and taken to the vessel, where it was properly secured by the life-saving men. By the use of this additional fast the scow was kept in position; otherwise she would, undoubtedly, have ranged ahead and broken away from her moorings—a result which could only have been followed by serious damage if not total loss.

August 2.—At 5 o'clock in the morning the master of the tug *Daniel L. Hebard* called at the Sand Beach Station, (Tenth District,) Lake Huron, and informed the keeper that a lighter which he had in tow had filled and was in a water-logged condition alongside of the breakwater.

He asked assistance to remove a portion of her cargo and pump her out. The life-saving crew promptly responded to the request, and worked nearly the entire day transferring her deck-load of shingles and lumber. They helped to man the pumps, and towards evening she was freed of water and her lading replaced. The captain returned warm thanks to the surfmen for their efficient services. The vessel was the *William Moore*, of Pequaming, Michigan, bound from that port to Detroit, in the same State.

August 2.—At about 8 o'clock in the evening the lookout at the Chicago Station, (Eleventh District,) Lake Michigan, observed flare-up lights exhibited on the dismantled steamer *Bret Harte*, which was anchored near the breakwater, a mile south of the station, and kept as a floating restaurant by a man, his wife, and an assistant. A strong northeast gale prevailed at the time, accompanied by heavy rain, and a high sea was running in the basin. It was at once conjectured that the vessel was in distress, and the tug *Black Ball No. 2* was sent to her relief. The steamer shortly returned with the information that the craft had sprung a leak and that they could not get a line to her. The life-saving crew immediately manned the surf-boat, and, taking with them a four-inch hawser, pulled off to the scene with a tug closely following. The high wind and chopping seas made the operation of running the hawser hazardous in the extreme. One end was passed to the tug, and, by means of the heaving-stick, a line was hove to the imperiled craft, and the hawser finally hauled aboard. A difficulty then arose in making it properly fast, as there was no experienced hand in such matters among those on the vessel. At great risk to life and limb Surfman Dean managed to reach her decks and perform the work, afterwards cutting the cable. The vessel was then towed into a slip and safely moored to the wharf.

August 3.—During the strong easterly gale of this date, at about 9 o'clock in the morning, the small sloop-yacht *Zulu*, of New York, from Bay Ridge, Long Island, on a pleasure trip, dragged from her anchorage in the Horse Shoe, about a mile south-southwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The only person on board at the time was the wife of the owner, the latter being temporarily away in New York. She made signals of distress which attracted the attention of the keeper of the station, who, with a surfman—the regular crew not being on duty at this season—immediately set out in a boat and, after a vigorous pull in a lumpy sea during which both men were completely drenched, reached the sloop and boarded her. They hastily put three reefs in the mainsail, hove up both anchors, and, after a spirited beat to windward, with the spray flying half-mast high, arrived safely under the lee of the railroad wharf, where the craft was securely moored. The owner returned in the afternoon steamer, and on learning the facts was lavish in his praises of the prompt work performed by the life-saving men, in which his wife heartily joined.

August 3.—The lookout of the Cleveland Station, (Ninth District,) Lake Erie, at about 8 o'clock in the evening, discovered the sloop-yacht *Cora*, of Cleveland, Ohio, with four men on board, dragging from her anchorage inside of the breakwater, a half mile to the westward of the station, and in imminent danger of being driven on the rocks. A northwest gale of wind and high sea was prevailing at the time. The life-saving men at once manned their boat and started to the assistance of the imperiled craft, the keeper first dispatching a member of the crew for a tug. The latter arrived on the scene just in season to prevent the yacht from going ashore, and, in all probability, being wrecked. The

station men assisted to run lines, after which the tug towed the sloop to a safe berth in the harbor.

August 3.—At 7 o'clock in the morning the keeper of the Sand Beach Station, (Tenth District,) Lake Huron, observed a flag of distress on the schooner *Young America*, of Port Huron, Michigan, at anchor in the harbor. The surfmen pulled out alongside of her, and were informed by the captain that the vessel had sprung a leak about forty miles off shore, and that the most persistent efforts of his crew during the night had not kept the water from gaining. His men, he said, were nearly worn out by hard work, and he was much in need of aid. The life-saving force at once relieved the sailors at the pumps, and drew the foresail under the vessel to help stay the leak. While ashore for dinner the keeper telegraphed for a tug. The station crew kept operating the pumps until late at night, when the steamer *River Queen* arrived and took the schooner in tow. The latter was bound from Black River, Ohio, to Owen Sound, Ontario, with a cargo of oil and coal, and had six men on board. The captain thought his crew could keep the craft afloat until she reached a port where the leak could be properly repaired. He cordially thanked the surfmen for their timely assistance.

August 3.—At about 9 o'clock at night a steamer, running in very close to the beach opposite the Sturgeon Point Station, (Tenth District,) Lake Huron, was warned of her danger by the keeper, who burned a Coston signal. She immediately shaped her course farther off shore.

August 3.—Shortly past 4 o'clock in the afternoon the lookout of the Chicago Station, (Eleventh District,) Lake Michigan, reported the sloop *Rambler*, of Erie, Pennsylvania, standing out of the harbor, acting strangely, as though water-logged. Although no signal had been made on the vessel, the surf boat was immediately launched and the life-saving crew pulled towards her. Before they could get alongside a passing sail-boat took off her crew of two men and then unceremoniously filled away. The station men saw at a glance that the sloop was rapidly sinking and that the utmost effort at bailing could not keep her afloat, so they hastily set to work and saved nearly all the cabin bedding, some of the furniture, together with a gaff topsail and jib. While thus engaged the craft gave a lurch to port and went to the bottom in sixteen feet of water. At sunset three of the surfmen went in the supply-boat and placed a lantern in the top-rigging of the sunken vessel as a danger warning to navigators. The following day the sloop was raised and towed into the slip. A hole was found stove in the planking, which was probably the result of thumping against the wharf during the easterly gale of the previous day. It is likely that the men who attempted to take her out in the lake were either unaware of her condition or got her under way in a spirit of reckless adventure. There was no cargo on board.

August 3.—At about 6 o'clock in the evening of the 2d, during a tempestuous northeast gale of wind, the schooner *Jamaica*, of Oswego, New York, in a crippled and sinking condition, was, as a last recourse for the safety of those on board, run ashore a mile north of the lake village of Glencoe, Illinois. The vessel had left home on July 15th for Chicago, Illinois, laden with coal, and carrying a crew of seven men, besides the captain's wife, niece, and son about nine years of age. Favoring breezes and pleasant weather enabled them to almost reach the end of her journey, when, on Sunday morning, (August 2d,) as they were crossing Lake Michigan with a view of making Grosse Point Light-House, a terrific storm arose. The schooner was put before it, and got along well enough until 4 o'clock in the afternoon, when she

sprang a bad leak in the rudder casing. The pumps were worked, but the water continued to gain in the hold. An hour later the foresail, boom, gaff, and other gear, were carried away, leaving the craft almost powerless to contend with the tremendous seas that swept her decks in constantly increasing volumes, and which momentarily threatened her destruction. By half-past 5 the situation was so desperate that the captain's wife, niece, and son were sent aloft and lashed in the cross-trees. The rain commenced to pour down in torrents, and the gale augmented in force and violence. In this dreadful extremity the vessel was headed for the land with the slender hope that a rescue might yet be effected. Driven on by the fury of the tempest, with all hands clinging to the rigging, the storm-torn ship, trembling and tottering at every surge, struck the beach, head on. The inrushing, foaming surf at once crashed over her from stern to stem, and it was feared that she would be instantly dashed to fragments. During the whole of this terrible night the imperiled people clung to the shattered fabric, wet, cold, and nearly exhausted, anxiously waiting for the dawn of day that light might come and bring them succor. The Evanston Station, (Eleventh District,) Lake Michigan, is situated eight miles to the southward of the place where the schooner went ashore, and news of the disaster did not reach there until the morning of the 3d. The beach-patrol extends two miles and a half north of the station, and although the patrolman who was on duty at daylight remained on the lookout unusually long at the extreme limit of his beat, being attracted by a lot of cedar posts that were washing up, and also stimulated to especial vigilance by the vehemence of the storm, he could not see the stranded craft so far away, her hull being submerged and a thick growth of trees on a high bluff just back of her making the masts indistinguishable. The telegraph operator at Evanston received a dispatch from Glen-coe during the night, but having no one at hand to send out with it transmitted it by telephone to the house of one of the keeper's neighbors. The family not being at home the servant misinterpreted the message and brought a vague report to the keeper about some vessel having been lost on the lake. The latter then hastened to the telegraph office for definite information. It was found that the operator who received the original telegram had been relieved, and there was no record made of it; that all but one wire had been blown down, and that one was being used in running railway trains and could not be broken in upon. The keeper, seeing no prospect of obtaining further tidings, now hurried to the station for his marine glass, and, taking one of the crew with him, proceeded with all speed to the Grosse Point Light-House, a mile up the beach. Ascending into the tower the coast line was carefully scanned and a schooner's masts made out, about seven miles to the northward, close to the shore. It was now twenty minutes after 9, and not another instant was lost. In less than an hour a team of horses, which had been telephoned for to the nearest livery-stable, arrived at the station and were quickly harnessed to the beach-apparatus. The spirited animals seemed to understand, as well as the men, the pressing needs of the moment and sprang forward on the road to rescue like mettled chargers. For the first five miles the road was fairly good, but the rest of the way it was muddy and heavy, impeding the progress of the life-savers. The keeper, with part of the crew, went on ahead, and reached the scene of the wreck at about 11 o'clock, thirty minutes in advance of the apparatus. The bank at this point is very precipitous, some seventy or eighty feet high, and thickly wooded. The work of clearing away a space, so as to operate the gear as soon as it came, at

once began, for there was no chance to use a boat. The vessel lay about two hundred yards from the bluff, the heavy seas surging over her, tearing away the decks and beams, and slowly breaking her up. The masts were still standing, being held in place by the shrouds, which were liable to snap asunder at each successive onslaught of the waves. All along the shallow beach the surf pounded with terrific force. Crouched under the lee of the fore staysail, on the topgallant forecastle, the only place where they were safe from being washed overboard, were the suffering passengers and crew. The bluff was lined with a crowd of anxious spectators as helpless to aid as those on the schooner were to do anything for themselves. They had raised a sign for the comfort of the imperiled people bearing the words "*Help Coming*," but it seemed a long time on the way, and they were almost ready to give up with exhaustion and despair when the sturdy life-savers appeared. What a thrill of joy came to those aching hearts! All was now changed. Without a moment's delay the gun was planted, loaded, and fired. Straight as an arrow the shot sped on its flight through the air, grazed the fore topmast, glanced off, and landed the line on the jibboom within ten feet of the crew. The whip was at once hauled aboard, made fast to the forestay, and was soon in working order. More difficulty was encountered in sending off the hawser, as the bight was caught by the strong current, and from their elevated position the station men could not keep the parts of the whip sufficiently separated to prevent them from twisting. The sailors fouled the lines in securing the hawser, and the whip would not render when an attempt was made to overhaul it from the shore. An hour's time was lost before the ropes were got in successful operation. Then Surfman King was sent out in the breeches-buoy with instructions to see that everything was right and to send in two persons at a time.

The work of rescue was now commenced in earnest. The first to leave the vessel were the mate and captain's little son. The unsteadiness of the craft, together with the height of the bank, made the buoy sway some twenty feet up and down as it was being hauled. It was found that the hawser had to be moved lower down to admit of the women getting into the buoy. This task was accomplished after the loss of more time. On the second trip the steward and captain's niece were conveyed ashore, and the third haul brought the captain and his wife. Those on the bluff watched with bated breath the crawling of the buoy along the hawser with its precious freight, and when the women were safely landed a ringing cheer went up that echoed above the roar of the storm. The entire crew were rescued in the same manner, the last man being taken from the wreck at fifteen minutes past 1 o'clock. The castaways, who had lost nearly everything, were kindly cared for by the generous town-folk of Glencoe, who gave them clothing, refreshments, and shelter. They also sent coffee and a basket of provisions to the life-saving crew. The latter spent several hours trying to disengage their gear from the vessel, and made efforts to obtain a boat, but could find none in the neighborhood that was fit to launch through the surf. Surfman King when he came ashore courageously cast off the whip-block and attempted to bring in the shot-line, but it had become fouled and he was obliged to let it go. It was not until after a daring trip by Surfman Green, who volunteered to go out over the hawser in the breeches-buoy, that all the apparatus was finally saved. The station crew got back to their quarters at 6 o'clock in the evening. Keeper Lawson and his men received unstinted praise from all who witnessed their heroic exertions, and they were specially lauded for their clean, systematic work, coupled with their

nerve and grit. The day following the rescue (4th,) the life-saving crew visited the wreck, but nothing of consequence was recovered. The cabin had gone to pieces, and almost every seam in the now shapeless hulk was open to the sea. The vessel was abandoned to the underwriters and became a total loss. Wreckers subsequently saved a portion of her cargo, and her anchors, chains, and what remained of the sails and rigging were sold to a junk dealer.

August 4-8.—At 8 o'clock in the morning the keeper of the Sand Beach Station, (Tenth District,) Lake Huron, was notified by telegram that a schooner was ashore about twenty-eight miles to the southward. The life-boat was speedily manned and, by sailing and rowing, the crew reached the stranded craft shortly before 1 in the afternoon. They found her full of water, sails torn, and booms broken, with several boys from the shore on board, who said that the vessel's crew of seven men were at Forester, two miles distant. She was the *Havana*, of Vermillion, Ohio, bound for Cleveland, in the same State, from Marquette, Michigan, and was loaded with iron ore. The surfmen started for the village where they learned from the sailors that the schooner, while in tow of a steam barge, had parted her line on the 3d, and had been blown on the beach soon after midnight in a strong northeast wind and rain storm. There was such a heavy sea running that they did not succeed in leaving her until ten hours after she struck. The life-saving crew waited until the 5th, and then went to the vessel and cleared up her sails and gear. In the evening they ran a line to the tug *Mocking Bird*, which arrived with a lighter and steam pumps, and hauled her alongside. They assisted to transfer and set up the pumps, and worked at them unremittingly until 2 o'clock in the morning (6th). It was then found necessary to remove some of the ore, so that the apparatus could be still further inserted in the hold, and the keeper took three of his men and went in search of shovels and picks. After a tramp of several miles they obtained the sought-for implements, returned to the vessel and labored steadily during the day in throwing over the cargo. When the steam-pumps had drawn off all the water within reach, the station crew operated the hand-pumps to free her of what remained. Before the anchors could be weighed a fresh breeze came out from the southeast, a high sea made up, and the toilers were obliged to let the craft fill again so that she would not pound on the bottom. In the afternoon of the following day (7th,) the vessel was pumped dry, her anchors were hove up, and the tug pulled her afloat. The surfmen went to Forester in the life-boat and brought off the sailors with their personal effects, and also the owner. The station crew accompanied the schooner to Port Huron and kept the pumps going during the trip. On reaching that place the captain employed an additional force of men to continue with him to Detroit. The life-saving crew left Port Huron on Saturday the 8th, in tow of the propeller *Saint Paul*, arriving off the station the same evening, the distance run being sixty miles. This was the third vessel assisted by the Sand Beach crew since Sunday, they having been actively at work each day and all but two nights. A local newspaper, referring to the above service, very pertinently remarked: "The week was not only replete with events but chock full of hard work and sleeplessness."

August 7.—The surfman of the Point aux Barques Station, (Tenth District,) Lake Huron, on watch from midnight to 4 o'clock in the morning, seeing a steamer with a raft in tow in danger of running on a reef which juts out near the limit of the south patrol, burned his red Coston signal as a warning. The vessel immediately hauled out into the lake.

August 7.—While the crew of the Middle Island Station, (Tenth District,) Lake Huron, were out practicing in the life-boat they passed near a fishing craft, bound from Georgian Bay, Canada, to the Michigan shore. There were on board nine persons, with their clothing and household effects, who intended to settle at or near Alpena. Among the number was a blacksmith, most of the others being farmers. As the distance to Alpena was much shorter by land, and as the captain of the boat stated that he had fish-nets in the lake which required lifting the following day, the keeper sent one of the surfmen to pilot the vessel into the harbor, and the people were landed and the chattels unloaded at the station wharf. The cargo was duly examined, and as nothing was found of a dutiable nature the fishing craft set sail and stood back for Canadian waters. The next morning the emigrants procured a wagon, and, with their goods, proceeded to Alpena. The keeper accompanied them in his capacity as inspector of customs, and reported the circumstances of their landing to the collector at that place, who, after the usual inspection, found that their belongings were properly entered.

August 8.—On this date the keeper of the Long Beach Station, (Third District,) coast of Long Island, New York, the station being closed for the summer and the crew off duty, rescued Dr. Bowditch Morton, of New York, who, while out sailing in his canoe, the *Priscilla*, had been capsized by a sudden squall, and was in danger of drowning. The accident occurred about a mile and a half west of the station, in East Rockaway Bay, at 3 o'clock in the afternoon. When Keeper Johnson arrived, fifteen minutes after the capsizing, Dr. Morton was vainly endeavoring to right the canoe, but as fast as he could climb into it it would roll over and spill him out again. The keeper assisted him into his own boat and towed the capsized canoe to the wharf at Long Beach, where he helped right and bail it out and put it in proper trim.

August 8, 9.—In the afternoon of the 7th, on the approach of an easterly storm, the schooner *Magellan*, of New York, bound home from James River, Virginia, came into New Inlet, New Jersey, to make a harbor. She had a cargo of wood and carried a crew of five men. Although seen by the keeper when she anchored, about a mile to the westward of the Little Egg Station, (Fourth District,) there was nothing of an unusual nature in her actions to attract special attention. The following morning (8th,) she was apparently riding safely with the flood tide, with her sails all furled. At about 1 o'clock in the afternoon, however, at nearly low water, the keeper discovered that something was wrong, and soon after the schooner's yawl-boat put off and came ashore with the captain. It was then learned that the vessel was on the bottom and leaking. At the master's request the keeper assembled a volunteer crew, the station being closed for the summer, and boarded the craft. The surfmen pumped the water out of her, hoisted her sails, and made strenuous efforts to get her off the shoal, but without success. They returned to the station at 9 o'clock that night, agreeing that if the schooner's colors were set the next morning they would be heeded as a signal for assistance. In the meantime the captain sent a message to the owners asking for instructions as to throwing over the deck-load. Soon after daylight on the 9th, in response to the prearranged signal, the surfmen again launched their boat and went alongside of the vessel. They freed her of the water she had made during the night, and then took the captain on shore, who was momentarily expecting a telegram in reply to the one he had sent. As none had been received, he returned with the station men to the schooner, and about sixty cords

of wood were thrown overboard to lighten her. Finally, at 4 o'clock in the evening, she was floated and anchored in deep water, and for the third time the life-saving crew pumped her out. Two days afterwards the *Magellan* sailed for New York, not having sustained any material damage.

August 8.—At noon of this date while a sloop was working into the inlet she was observed to strand on the north side of the bar, about three-quarters of a mile to the northward of the Oregon Inlet Station, (Sixth District,) coast of North Carolina. Two surfmen pulled off to her in a small boat, the regular life-saving crew being off duty at this season, and found that she was the *Nellie May*, of and for New Berne, North Carolina, from New York, with a cargo of general merchandise and a crew of four men. The wind died out early in the morning, and while rolling and pitching outside in a heavy sea she lost her rudder, and, later in the day, a light breeze springing up, was obliged to make a harbor, the sails being used to steer her. She grounded as described, and, when the surfmen got alongside, the breakers were sweeping her decks, and the crew were glad to be taken ashore to the station. At high water the craft worked over the shoals and was again boarded by the life-saving men and taken to a safe anchorage in the channel. A temporary rudder was made for her by the keeper, and she proceeded to her port of destination where she subsequently arrived in safety.

August 9.—At 3 o'clock in the morning the schooner *John Crockford*, of New York, with a crew of four men, bound from Providence, Rhode Island, to Stonington, Connecticut, laden with kerosene, stranded on a shoal near Napatree Point, a mile and a quarter to the westward of the Watch Hill Station, (Third District,) coast of Rhode Island. She had run too close to the point in the darkness, and upon the anchor being dropped to check her the stock of the latter broke, and she was at once forced ashore by the heavy sea. As the station was closed for the summer and the crew off duty the vessel was not discovered until daylight, when the keeper mustered a volunteer crew as quickly as possible and went to her relief. She was lying head on to the beach with quite an ugly sea breaking under her stern, which made the situation serious. The keeper set to work without delay and carried out an anchor astern with the surfboat, and after about two hours and a half of hard heaving at the windlass the relief party succeeded in getting the schooner afloat in a leaky condition. She was at once piloted out into deep water on her way to Stonington, a few miles distant.

August 9.—In the morning of this date a lumberman, with his wagon and team of horses, attempted to cross at the mouth of the Two Heart River, a short distance from the station of that name, (Tenth District,) Lake Superior, and got stuck in the quicksand. The life-saving crew went to his assistance, and, after working diligently for an hour with various tackle, up to their arms in water, succeeded in getting the vehicle and animals safely on shore. The man was heartfelt in his thanks to the surfmen, and continued on his way overjoyed at the happy termination of what might otherwise have proved a very serious accident to him.

August 10.—The keeper and one of the crew of the Smith's Point Station, (Third District,) coast of Long Island, New York, the station being closed for the summer season, rendered assistance to the sloop-yacht *Emily R.*, of and from New York, which had grounded on a shoal in Great South Bay, about a mile to the eastward of the station, while on her way to Moriches. She had a party of three men on board. The two station men aided in removing the ballast to lighten her and then

got out an anchor, and after about three hours' work succeeded in kedging her off into the channel. She sustained no damage.

August 10.—At noon of this date the lookout of the Point Marblehead Station, (Ninth District,) Lake Erie, discovered a small row-boat, about a mile and a half off the station, with a man in it who acted in a strange manner and seemed unable to manage his skiff. The keeper and one of the life-saving crew put off to his assistance, and found that the man had been out fishing and had become so seasick and weak that he did not have the strength to get back to the land. He was taken to the station and cared for.

August 10.—Shortly before 2 o'clock in the afternoon it was reported at the Chicago Station, (Eleventh District,) Lake Michigan, that a boy had been drowned north of the harbor piers. The life-saving crew immediately launched the surf-boat, pulled to the place indicated by those who witnessed the accident, and after dragging two hours were successful in finding the body. The latter being nude, however, they were unable to lift it to the surface with their grapples, and Surfman Courchaine volunteered to dive for it. At the first attempt he brought up the body, after which it was taken ashore and turned over to the city authorities.

August 11.—At half-past 4 o'clock in the afternoon a son of the keeper of the Chicago Station, (Eleventh District,) Lake Michigan, aged seven years, while playing on the wharf fell into the water. Surfman Dionne, without a moment's hesitation, plunged in and brought the boy to the surface and safely ashore.

August 11.—At 10 o'clock in the morning a canoe containing two men capsized about a mile south of the Evanston Station, (Eleventh District,) Lake Michigan. Before the life-saving crew could reach them they were picked up by a passing gravel scow, and a party that put off from the Evanston Boat-Club House, which was situated quite near the scene of the mishap, conveyed the men to the shore. The life-saving men towed in the canoe, righted it, and returned it to the owners.

August 12.—At about 4 o'clock in the afternoon Surfman Lewis A. Champlin, of the Narragansett Pier Station, and John Davis, formerly of the Point Judith Station, (Third District,) coast of Rhode Island, rendered excellent service in resuscitating Miss Annie Lynch, of New York City, who, while bathing from the beach at Narragansett Pier, went in beyond her depth and narrowly escaped drowning. She was apparently dead when Champlin, Davis, and some others, among whom were John Kelley and Daniel Battou, rescued her from the water, but by means of the method taught the men of the Service for the restoration of apparently drowned persons Champlin and Davis succeeded in bringing her to and she soon came round all right.

August 12.—Shortly past noon, while the small sloop *Splash*, on a pleasure trip from Manitowoc to Two Rivers, Wisconsin, was attempting to enter the harbor at the latter place the mainsail jibed over through mismanagement and the vessel capsized. She had headway enough to reach the piers, where the two men in charge of her jumped out and saved themselves. The alarm was at once given by the lookout at the Two Rivers Station, (Eleventh District,) Lake Michigan, who witnessed the accident, and the surfmen speedily put off to the rescue. An endeavor was made to right the sloop and bail her out alongside of the pier, but, owing to her heavy stone ballast, it was found necessary to tow her to the station, where she was lifted by means of lines and boats sufficiently out of water to admit of being put in sailing trim again. The two men who so narrowly escaped with their lives were very grateful for this assistance.

August 13.—The schooner *Ida Della Torre*, of Ellsworth, Maine, bound from Vineyard Haven, Massachusetts, to Bangor, Maine, in ballast, with a crew of five men, got out of her reckoning during a thick fog, and anchored in a dangerous position among the ledges near Brown's Island, late in the afternoon, about three hundred and fifty yards west of the White Head Station, (First District,) coast of Maine. As she swung to her anchor her stern touched the rocks. The station was closed for the summer and the regular life-saving men were off duty. The tide was fast ebbing, and the keeper, perceiving that the vessel would soon be hard on the bottom unless at once relieved of her situation, did not wait to muster a full crew, but, with two surfmen, went out to her assistance in a dory. As there was not room enough among the ledges to turn the schooner, her anchor was hove up just clear of the ground, and she was allowed to drift, stern foremost, into Beach Cove, where she was securely moored between Brown's and White Head Islands. Nothing more could be done until the wind changed, so the men returned to the station. At daylight on the 15th, a light northerly breeze having sprung up, the keeper, with a crew of six surfmen, again boarded the vessel, weighed her anchor, made sail, and skillfully worked her through a narrow passage between the rocks to open water, whence she was able to continue her voyage in safety.

August 13.—Shortly after midnight the steamer *Saginaw Valley*, of East Saginaw, Michigan, laden with a general cargo, on her way to Sand Beach from Goderich, Ontario, with a hundred passengers and a crew of thirty-five, ran out of her course in the rain and darkness, and stranded on Crane Point reef, a quarter of a mile off shore and a mile and a half southeast of the Sand Beach Station, (Tenth District,) Lake Huron. She exhibited no signal; but the south patrol, who observed that she did not move, apprehended her condition and at once reported the circumstance to the keeper. The surfmen were summoned and proceeded in the life-boat to the scene of the accident. Before they reached the vessel she blew her whistle for assistance. On arriving alongside it was found that she was trying to work off under sail and steam, and at the captain's request the life-saving crew took soundings to ascertain the depth of water surrounding her. It was about decided to land the passengers, when the craft fortunately slid clear off the reef and entered the harbor in safety.

August 13.—At about 4 o'clock in the afternoon, during a fresh north-east breeze, two of the surfmen of the Ludington Station, (Eleventh District,) Lake Michigan, seeing a small schooner-rigged sail-boat with her mainsail blown away, south of the piers, put off to her assistance. The craft contained two men and a boy, who had succeeded in making fast to a pound-net stake. All three were taken to the station, and when the wind died down one of the party went off in a skiff and brought the sail-boat ashore.

August 14.—At about half-past 6 o'clock in the morning, during the prevalence of a fresh southerly wind and thick fog, the barkentine *Framc Lambirth*, of Boston, Massachusetts, bound from that port to Bangor, Maine, in ballast, ran in among the ledges and anchored in a dangerous position near the breakers off Norton's Island, about three-quarters of a mile west-northwest of the White Head Station, (First District,) coast of Maine. She had thirteen persons on board, including three passengers and a pilot. As soon as the fog lifted the vessel was discovered by the keeper of the station, who immediately mustered a volunteer crew—the station not being open at this season—and went out alongside of her. The captain, wishing to obtain the assistance of a tug,

was pulled by the life-saving men to the nearest telegraph station, a distance of two and a half miles. Not being able to secure the desired help in the vicinity, a message was sent to Portland for the revenue-cutter *Woodbury*. After receiving word that the latter had started on her way the captain was rowed back to his vessel. At about sundown the cutter arrived on the scene, but could render no service, as owing to her draught of water she could not approach within half a mile of the imperiled craft. She therefore anchored in Seal Harbor for the night. The surfmen boarded the barkentine early the next morning (15th). The wind had shifted to the northwest and the vessel's stern had swung round near the ledge and her keel had commenced to strike on the rocks. The life-saving crew quickly ran out a kedge to windward and hove the craft clear of the menacing danger. They were now joined in their labors by a boat's crew from the *Woodbury*. There was not room between the ledges of rock to work the vessel under sail, so the kedge-hawser was shifted from forward aft, to hold her stern in position, while her bow was towed round until she headed in the desired direction. The hawser was then cast off, the topsails sheeted home, and by clever management she was run out through the intricate channel into deep water where the revenue-cutter took her in tow.

August 14.—The lumber-laden schooner *Angie Predmore*, of Tuckeron, New Jersey, which had been at anchor in Absecon Inlet for several days waiting a fair wind, attempted to go out over the bar at nearly low water at about half-past 6 o'clock in the morning. She was on her way from Norfolk, Virginia, to Derby, Connecticut, and carried a crew of six persons. The wind being abeam, and a head sea and tide, caused her to pay off and strike the north shore; she was forced over the highest part and thumped off her rudder in going across, sinking and filling as soon as she deepened off into ten or twelve feet of water. The keeper of the Atlantic City Station, (Fourth District,) coast of New Jersey, hastily mustered a volunteer crew—the station not being regularly manned at this season—and started in the surf-boat to the vessel's assistance; they helped to furl her sails, and then gathering together what effects they could belonging to the sailors, they returned to the shore, accompanied by the schooner's yawl-boat, where the entire crew were safely landed. In the afternoon another trip was made to the sunken craft, but, owing to the high sea, nothing could be done. The captain and crew of the schooner were sheltered at the station for eighteen days awaiting transportation elsewhere. Six days after the accident the *Predmore* was towed into the harbor, full of water, by the wrecking company's steamer, condemned, and sold for a small amount. The following acknowledgment of the above services was received from the master and crew:

“ATLANTIC CITY, NEW JERSEY, *August 30, 1885.*

“We, the undersigned, captain and crew of the wrecked schooner *Angie Predmore*, desire to express our heartfelt thanks to Keeper Bowen and crew, of the United States Life Station No. 27, for the prompt and timely assistance afforded us at the time of the wreck; and also for the many kind favors extended to us while partaking of their hospitality during our stay at Atlantic City Station.

“ENOS LONGSTREET, *Master.*

“WILLIAM TRUET, *Mate.*

“WILLIAM BRANDT.

“HENRY MÜLLER.

“HENRY WILLIAMS.”

August 14.—On this date, at about 7 o'clock in the morning, the keeper of the Cape May Station, (Fourth District,) coast of New Jersey, discovered a schooner stranded on the Delaware Bay shore, about a mile northwest of the station. He collected a volunteer crew of five men, consisting partly of surfmen belonging to the life-saving crew regularly employed during the active season, and went along the shore to the scene of the accident. They found that the craft had worked well up on the beach under pressure of a strong northwest wind and heavy sea. She proved to be the *Rebecca*, of Goshen, New Jersey, bound from that port to Cape May Point, in ballast, and having a crew of two men. The schooner had been at anchor off the Point with no one on board, and during the strong blow parted her cable and went ashore. The surfmen laid out an anchor, and, after three hours of toilsome and tedious work, succeeded in heaving her clear. She was then taken to a safe harbor. The vessel, doubtless, would soon have become a wreck had she not been floated through the persevering efforts of the life-saving crew.

August 14.—During his watch from midnight to 4 in the morning the west patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, picked out of the surf a number of peavies, pike and cant hooks, a logging-chain, and a quantity of oats and hay. These articles had been landed on the beach from a steamer, and belonged to a party of men in the vicinity who were at work getting logs off the shore. The party neglecting to care for them, a heavy sea came up in the night and washed the things adrift. The foreman the next day came down to the station and thanked the surfman for saving his gear.

August 14.—In the evening word was received at the Muskegon Station, (Eleventh District,) Lake Michigan, that a man had been drowned near Bluffton, about a mile distant. Three of the life-saving crew manned a small boat and, with grappling irons, proceeded to the place and dragged until 9 o'clock at night without successful result. The following day the search was resumed, but it was not until the latter part of the afternoon that the body was recovered and turned over to the relatives.

August 14.—In the afternoon of this date one of the crew belonging to the Milwaukee Station, (Eleventh District,) Lake Michigan, seeing a horse in danger of drowning in the river, at a point opposite the station, quickly manned his boat, rowed across, and led the animal into shoal water, after which he was got safely on dry land. The owner shortly put in an appearance and took charge of him, warmly expressing his appreciation of the prompt action of the surfman.

August 15.—Early in the morning of this date the keeper of the Cross Island Station, (First District,) coast of Maine, discovered a vessel stranded on Dogfish Ledges, about four hundred yards from Cross Island and a mile northwest from the station. The life-saving crew having been disbanded for the summer season, the keeper, with one surfman, rowed out in a small boat and boarded the craft. She proved to be the small fishing-schooner *Mary*, of Lubec, Maine, bound home from Jonesport, in the same State, with a load of fish. As the tide ebbed she was left in a bad position on the rocks. The life-saving men helped to discharge part of her cargo into small boats, and then stopped up her leaks. A tackle was rigged from the mast-head to an anchor, which had previously been planted out to windward, and, as the water rose, she was worked off the ledge, and subsequently towed by the surfmen to a place of safety. The schooner's crew of two men were very thankful for this timely assistance.

August 15.—The keeper of the Wash Woods Station, (Sixth District,) coast of North Carolina, gave shelter to three wayfarers, a young man and two young women, who had lost their way in the storm after dark while journeying to the house of a relative on the beach. They were nearly exhausted and much frightened. The keeper saw them safely on their way the next morning. The station was closed at the time for the summer, with no one but the keeper on duty.

August 15.—Shortly before 3 o'clock in the afternoon the lookout of the Cleveland Station, (Ninth District,) Lake Erie, observed the small schooner-yacht *Trio*, of Cleveland, Ohio, capsize about a quarter of a mile to the west ward of the station. There were two persons in the craft at the time of the accident, which was due to mismanagement in tacking. The life-savers put off to the rescue as speedily as possible, and found both men clinging to the bottom of the yacht. The surfmen soon relieved them from their perilous situation, righted their boat, towed it to the station, where it was bailed out and delivered to the grateful owners.

August 15.—In the afternoon of this date the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, rescued a runaway horse from drowning that had plunged into the river after breaking the vehicle to which he was harnessed and throwing out the driver. The station men put off in a skiff and reached the animal in the nick of time, as he had got amongst the weeds and was helplessly struggling to keep above water. They succeeded in leading him safely ashore and then delivered him to the owner.

August 16.—The south patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, on watch from 8 o'clock until midnight, observed a small vessel approaching dangerously near the shore. She seemed to be uncertain of her position, as a lantern was waved twice from her deck. The patrol ignited a red Coston signal, when the craft at once kept off and shaped a course down the lake.

August 17.—At about 4 o'clock in the afternoon, as a sail-boat, laden with salt, with two men on board, was passing through Lubec Narrows, on her way from Eastport to Machiasport, Maine, her mast was carried away in a strong southwest breeze. The accident occurred about three miles northeast of the Quoddy Head Station, (First District,) coast of Maine. Two surfmen, who witnessed the mishap from the shore, went off at once to the assistance of the distressed crew, the life-saving station being closed for the summer. The disabled craft was without a small boat, and, as her anchor would not hold her in the swift setting current, she was rapidly drifting towards the weirs in the channel. The surfmen succeeded in pulling her clear of the danger and anchored her in a safe place. When the tide turned they towed the sloop to Lubec, where her crew were enabled to obtain a new spar.

August 17.—About 4 in the afternoon Marcus N. Barber, surfman of the Fourth Cliff Station, (Second District,) coast of Massachusetts, while standing on a wharf at Scituate, observed a sail-boat, containing two men and two women, capsize about three hundred yards from where he stood and about fifteen yards from the shore. He immediately jumped into a dory and put off to the assistance of the people, who, letting their boat go adrift swam ashore. Seeing that they were out of danger the surfman secured their boat, and after towing it to the shore bailed the water out and put it in order again. The accident occurred three and a half miles north of the Fourth Cliff Station, which at the time was closed for the summer.

August 17.—At about 7 in the evening the keeper of the Gurnet Point Station, (Second District,) coast of Massachusetts, went to the as-

sistance of a small cat-rigged yacht, the *M. M.*, of Boston, which had stranded about half a mile north of the station, outside the point. He found the vessel rolling deeply in the surf, and the three men on board were endeavoring, with but little show of success, to keep her steady by means of lines to an anchor on shore. She had already bilged on the rocks. Keeper Holmes at once shifted the anchor farther up on the shore, which is quite steep, and then by attaching the throat hal-yards to it from the mast-head succeeded where the other men had failed, and got the vessel comparatively steady. This done he took the men to his house for supper, and later in the evening, when the ebb tide left the vessel almost dry, he calked the seams which had opened by her laboring in the surf, battened canvas over the holes in her side, and then ran an anchor off shore to hold her from driving farther up, so she could be gotten off in the morning; the men being quartered meanwhile at the station. Operations were resumed at 3 o'clock in the morning, (18th,) and by wading out waist deep in the water and lifting and pushing with all their might, and alternately hauling upon the cable, they succeeded at high water in floating the yacht off. Clothing was then loaned the men from the supply donated by the Women's National Relief Association until their own wet garments could be dried, and after breakfast, on the next tide, the yacht was piloted by the keeper up to Plymouth. The keeper suspecting from the actions of the three men that all was not right, slipped off in search of a police officer as soon as he reached the wharf, but during his absence the men decamped. It turned out that they had stolen the yacht. The owner subsequently claimed her. It is patent that but for the good work of the station keeper she would have been badly wrecked. The station was closed at the time for the summer, with no one present but the keeper.

August 17.—On this date the mail-carrier arrived at the Fort Lauderdale House of Refuge, (Seventh District,) coast of Florida, suffering from an attack of bilious fever. The keeper administered appropriate remedies from the medicine locker and cared for the sick man three days, when he had sufficiently recovered to continue his route.

August 17.—At a quarter to 11 o'clock at night the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to go up the river about two miles, and try and recover the body of a woman who had committed suicide by drowning herself near Center Street bridge. The surfmen manned the dingy, rowed to the place designated, and, after an hour's search, found the remains, which they promptly turned over to the city police.

August 17.—Near dusk of the 16th, while two men were on the lake in a skiff, the latter capsized and a man was drowned, by the name of Martin Dulley, a sailor of Newfoundland, who had been employed several years at Monaghan's Landing. The accident happened two and a half miles from the Middle Island Station, (Tenth District,) Lake Huron, and could not be seen by the lookout. The occupants of the boat were, at the time, under the influence of liquor, to which circumstance can be attributed their misfortune, as the mishap was due entirely to carelessness. On this and the succeeding day (17th and 18th,) the life-saving crew swept the waters near the shore with grapnels to recover the body of the missing man, but their labors were not rewarded with success. It is probable that the undercurrent carried the body into deep water beyond their reach. Two days later, while the keeper was making a tour of the island, he found a coat washed up on the beach, which was identified as having belonged to the man who was drowned.

More than a week after a surfman found the body near the shore, a mile and a half south of the landing. It was conveyed to Alpena for burial.

August 17.—At half-past 12 o'clock in the afternoon as the scow *John Bean, jr.*, of and from Chicago, Illinois, was being towed into the harbor, through some mismanagement she struck the end of the north pier, and received damages which caused her to sink fifteen minutes later about two hundred yards east of the Muskegon Station, (Eleventh District,) Lake Michigan. A surfman who saw the accident immediately gave the alarm, and the life-savers quickly put off to the sinking craft. Much confusion prevailed on board, and as soon as the surf-boat got alongside baggage, clothing, books, papers, and various small articles were hurriedly passed into it. The station men took off the crew, consisting of seven, just as the vessel went down, and afterwards recovered their yawl that had been east adrift during the excitement. All hands were taken to the station, where they were comfortably sheltered over night. The scow, which had no cargo, was subsequently raised, pumped out, and taken to Grand Haven, Michigan, for repairs.

August 17.—Early in the morning two men started out in a small yawl-boat from Racine, Wisconsin, in search of some lumber and shingles that were reported by a party of fishermen as adrift in the lake. Shortly after midday the westerly breeze, which had steadily increased during the forenoon, commenced to blow fresh, and the men were obliged to make for shelter. They had to pull very hard against the rising wind and sea, and in their strenuous efforts an oar was broken. Not having another to replace it, their frail craft began to drift helplessly off shore. Two of the crew of the Racine Station, (Eleventh District,) Lake Michigan, who saw the predicament the men were in, hastened to their assistance, and finally, after nearly two hours of vigorous rowing, towed them safely into the harbor. They were almost fagged out when overtaken by the surfmen, and were very thankful for their timely rescue.

August 18.—At half-past 1 o'clock in the morning the patrol of the Big Sandy Station, (Ninth District,) Lake Ontario, had his attention attracted by a signal of distress out on the lake, about a mile to the northward. He at once answered by flashing his Coston light and then hurried to the station and summoned the crew. The surf-boat was immediately launched and the life-saving men pulled off to the sloop-yacht *Fannie F.*, of Oswego, New York, bound thither from Sackett's Harbor, in the same State. She was found with her anchor down and five persons on board. The sloop had entered the bay under close-reefed canvas, and when it was attempted to put her about under short sail, with a head-sea against her, she would not stay. The anchor was then let go, but it proved too small to hold her. As she was near shore and the weather threatening, her crew were anxious to find a place of safety. The keeper put a man on board the yacht to pilot her into Big Sandy Creek, while he went ahead in the surf-boat and placed a light on the bar buoy that marks the position of the channel. The sloop was taken in safely and anchored in a sheltered berth. At about 10 o'clock in the forenoon, the wind and sea proving favorable, she proceeded to her destination, her crew having been provided with a warm breakfast prepared at the station. The following acknowledgment was given to the keeper:

AUGUST 17, 1885.

"I, the undersigned, and in behalf of my crew of four, would say we feel very grateful to Captain Fish, of Big Sandy Station, and his crew,

for the assistance he gave in getting us to shelter in Big Sandy Creek while riding at anchor in a heavy sea, about a mile north of the station.

“THOMAS FARRELL,

“*Owner of Yacht Fannie F., Oswego, N. Y.*”

August 18.—Shortly past 11 o'clock at night a patrolman of the Oswego Station, (Ninth District,) Lake Ontario, while returning along the beach, about a mile to the eastward of the station, heard loud cries out on the lake, as of some one in distress. A northeast thunder-squall, coming up at the time, prevented him from ascertaining the nature of the trouble, and he hastened on and notified the keeper. The surf-boat was at once launched and the life-saving crew pulled in the direction whence the cries came, and soon were alongside of a small sloop-yacht, with only one man on board, who was much frightened, ignorant of the locality, and unable to make a harbor. The craft, which proved to be the *Jessie*, of Seneca Falls, New York, on a pleasure cruise, was taken in tow by the surfmen and brought safely into the Oswego River, whither she was bound.

August 19.—At 11 o'clock on the night of the 18th the schooner *Tan-tamount*, of Belfast, Maine, from Port Johnson, New Jersey, bound to Salem, Massachusetts, with a cargo of coal and having a crew of five men, stranded on Shovelful Shoal, four miles to the southward and westward from the Monomoy Station, (Second District,) coast of Massachusetts, where she sank on the following morning about 4 o'clock. The sea was not rough, and had the vessel been strong she could probably have been saved, as she lay on the edge of the shoal where many others have stranded and floated off. Her crew landed at Monomoy Point, and were all carried, with the exception of the captain, to the mainland by the keeper, where he obtained for them passes to their homes. He returned for the captain on the morning of the 20th, but found that he had gone to Chatham the previous day. As the disaster occurred during the summer season, the life-saving crew were off duty.

August 19.—At about 9 o'clock in the morning the lookout of the Sand Beach Station, (Tenth District,) Lake Huron, descried a signal of distress on a vessel two miles off shore. The life-boat was manned, and the crew pulled out alongside of the schooner *Fame*, of Detroit, Michigan, bound home from Harrisville, in the same State, with a cargo of lumber and cord-wood and a crew of seven men. She had sprung a leak early in the morning, and was rapidly filling when the surfmen boarded her. They assisted to work the vessel into the harbor, and started the pumps, but were unable to keep her free. A tug was engaged to tow the schooner to a wharf, so that when she sank her decks would remain out of water. Two days later (21st) a steam-pump arrived and the station crew helped to put it on board and set it up. A quantity of laths had to be removed from the hold in order to get the suction-gear down. On the 22d the beachmen lightered the craft of about thirty cords of wood, shifted a portion of the lumber so as to straighten her up on an even keel, and before 2 o'clock in the afternoon the water was pumped out and she was again safely afloat. The captain soon stopped up the leak, and when the life-saving crew returned to their quarters the schooner was in condition to resume her voyage.

August 20.—At about 8 o'clock in the morning the small fishing-schooner *Maggie W.*, of Jonesport, Maine, with a crew of three men, mistook the channel and struck on a ledge of rocks northwest of Beal's Island, about a hundred yards from the shore and five miles north of the Crumple Island Station, (First District,) coast of Maine. Surfman

E. C. Beal, who lives on the first-named island, witnessed the accident and immediately put off in a small boat to the assistance of the distressed crew. He laid out an anchor for them, and, with their aid, tried to heave the craft off the rocks, but all efforts proved unavailing. She was then wedged up to prevent her from breaking in two and the water pumped and bailed out of her. The flood tide floated her clear of the ledge, when she was towed to the east side of the island, hauled up on the beach, and the damages repaired. The surfman returned home at 7 o'clock in the evening, having been continuously at work on the schooner for about ten hours.

August 20.—At about half-past 6 o'clock in the evening, while a crowd of people, who had witnessed a regatta from the light-house pier, were being ferried across the Buffalo River in open scows, one of the latter became over-loaded and was swamped in mid-stream by the swash from a passing steamer. Several of the surfmen of the Buffalo Station, (Ninth District,) Lake Erie, saw the accident and immediately manned a good-sized boat, which happened to be near at hand, and put off to the rescue with all possible haste. They found the scow nearly filled with water and fast settling. One of the women passengers, in the excitement of the moment, had fainted. The crew took her into their boat and, after having relieved the sinking craft of about fifteen other imperilled persons, landed them all safely on the wharf in front of the station. The woman was restored to consciousness and taken to the house and kindly cared for by the keeper's wife, who provided her with dry clothing and a warm supper. When her own apparel was in proper condition she left the station with hearty expressions of gratitude to the life-saving men for having saved her, and so many others, from drowning.

August 20.—Shortly before noon of the 14th the lookout of the Point aux Barques Station, (Tenth District,) Lake Huron, during a fresh north-east wind and heavy sea, saw part of a raft, composed of timbers and logs, break adrift from the tug *Wilcox*, three miles from the shore. Most of it washed ashore during the day and was scattered along the beach a distance of four miles. On the 20th the steamer *Mills* anchored off the station, and a force of men landed to gather the timber. The keeper tendered the services of the life-saving crew, and the owner gladly availed himself of the proffered aid. Towards evening the vessel hoisted a signal and the surfmen pulled out and instructed the captain where he could find good water nearer the shore. They then towed two large yawl-boats, loaded with a lawser, to a raft which the men on the beach had made up, running about two hundred and fifty fathoms of line. As soon as the latter was made fast the steamer proceeded with the raft to Sand Beach harbor, where it was left previous to being taken to Marysville, Michigan. The station crew repeated similar work on six subsequent days, (August 23, 28, 29, September 4, 7, and 15,) until most of the timber was recovered, while they also prepared boom-sticks and assisted at various times in rolling the logs off the beach and rafting them.

August 20.—A small pleasure sloop, containing four men and five women, was seen to capsize in the river near the mouth of Muskegon Lake, at half-past 4 o'clock in the afternoon, about a quarter of a mile from the Muskegon Station, (Eleventh District,) Lake Michigan. Although the surf-boat was launched and manned with remarkable dispatch, a steam-tug and a number of small craft that were fortunately near at hand, rendered immediate assistance. The keeper, who chanced to be

out in a row-boat, was, at the time of the mishap, about fifty yards away, and succeeded in rescuing two of the women who were precipitated into the water. The sloop was picked up by the life-saving crew, bailed out, put in order, and returned to the owner.

August 20.—At about half-past 2 o'clock in the morning, during the prevalence of a light haze and foggy weather, the patrol of the Humboldt Bay Station, (Twelfth District,) coast of California, discovered a vessel standing into danger towards the beach. He quickly burned his Coston signal, when the craft at once came to an anchor, and the next day a tug towed her into the harbor.

August 21.—Shortly before 12 o'clock in the morning the lookout of the Milwaukee Station, (Eleventh District,) Lake Michigan, saw a small sail-boat, containing four young men, run down while trying to cross the bow of the steamer *Wisconsin*, as the latter was on her way out of the river. Three of the occupants managed to reach the spiles of the Broadway bridge and were rescued by some men who happened to be near at hand. The other, George Whiling by name, less fortunate than his companions, was drowned. The life-saving crew arrived on the scene immediately after the accident. They dragged the bottom of the river with hooks and in about an hour's time recovered the body of the lost man. Every effort was made to restore life, but without success. The coroner was finally notified and the remains were placed in his custody.

August 22.—At about 5 o'clock in the morning the keeper of the Hunniwell's Beach Station, (First District,) coast of Maine, received information that a schooner had gone ashore on Wood Island bar, about an eighth of a mile south-southeast of the station. The latter being closed for the summer, the keeper got together as speedily as possible a number of surfmen, half of whom belong to the regular life-saving crew and went off in the surf-boat to the distressed vessel. She proved to be the *Maggie*, of Windsor, Nova Scotia, bound from Walton, in the same Province, to Boston, Massachusetts, with a cargo of rock plaster, and having five persons on board, including the captain's daughter. The schooner had stranded just before daylight during a heavy thunder-storm and thick weather. When the station men reached her signals of distress were in the rigging, and the alarmed crew were making preparations to abandon her, as she was rapidly settling in the water with the seas sweeping over her decks. The work of rescue was attended with extreme hazard, as it was only by the most skillful management on the part of the surfmen that their boat was kept from being dashed by the breakers against the sides of the vessel and stove. After a series of hardy efforts, however, all hands, with their personal effects, were successfully taken off and safely landed on the beach, the surf-boat making two trips for that purpose. The castaways were conducted to the station, cared for, and sheltered, and one man in want of sufficient clothing was provided with proper apparel from the supplies donated by the Women's National Relief Association. Besides recovering the vessel's boat which had been washed overboard, the surfmen assisted in stripping the craft of her sails and rigging and getting them on shore. The mate and captain's daughter, after staying three days at the station, took the steamer for Boston, while two of the crew, a few days later, were furnished with free transportation, through the agency of the keeper, to Portland, Maine, where they were placed in charge of the British consul. The wrecked schooner was subsequently disposed of on the beach at public sale, bringing only a small amount. The captain remained about a week at the station

until his business was entirely closed up. The following acknowledgment was received at the office of the General Superintendent :

"We, the undersigned, captain and crew of the schooner *Maggie*, wish to express our thanks to the life-saving crew of the Hunniwell's Beach Station, for their valuable services rendered to us when our vessel was ashore on Wood Island bar. It would have been impossible for us to launch our boat in the sea that was constantly breaking over us.

"J. F. McLELLAN, *Master*.

"W. H. BROWN, *Mate*.

"J. W. JESSOP.

"A. E. KELLY.

"JENNIE F. McLELLAN."

August 22.—Shortly before daylight the three-masted schooner *Tena A. Cotton*, of Philadelphia, Pennsylvania, bound home from Salem, Massachusetts, in ballast, and having on board ten persons, including three passengers, stranded on the beach about one mile northeast of Little Egg Station, (Fourth District,) coast of New Jersey, and about one hundred yards from the shore. She was discovered by the keeper at 4 o'clock, just thirty minutes after she struck. The station not being regularly manned at this season, the keeper was obliged to speedily muster a crew of volunteer surfmen to aid him in the work of rescue. He succeeded in obtaining the services of six men, and, with a team of horses to haul the beach wagon, proceeded to a point abreast of the schooner. The surf-boat was at once launched, the vessel boarded, and the captain, his wife, daughter, and son were brought off and safely landed. A second trip was immediately made, and their trunks and personal effects were conveyed to the shore. The rescued persons were taken to the Tucker's Beach Light-house, where they were kindly cared for by the keeper and his family, who proved to be old friends of the shipwrecked party. As the tide was falling, and there being no immediate danger, the seamen remained on board the craft. Early the next morning (23d,) a steam-tug anchored outside. The keeper, with five of his regular men, who reported for duty the previous evening, and an extra hand to complete the boat's crew, took the captain out to the tug to make arrangements to have the schooner pulled off, but as the former had neither hawsers nor anchors of sufficient size for the task no contract was entered into. By this time the vessel had worked high up on the beach. The station men assisted the crew to put the yawl on deck and lash her fast, and then helped to unship davits and make other necessary preparations for the free use of hawsers and hauling lines. At 2 o'clock in the afternoon a steamer belonging to the Merritt Wrecking Company arrived and engaged to float the schooner. The life-saving crew now returned to the shore and housed their boat. At about 7 o'clock in the evening of the following day (24th,) the vessel was hauled clear of the beach and sailed for her port of destination.

August 22.—During the night the east patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, saw a steamer standing in for the beach and burned his Coston signal to warn the craft of her danger. She speedily changed her course and stood clear.

August 22.—A woman and little girl, belonging to a picnic party, fell into the canal and were in danger of drowning when rescued by a surfman of the Ship-Canal Station, (Tenth District,) Lake Superior, with the help of several others who promptly came to his assistance. They were taken to the station and the woman, who was both exhausted and

frightened, was given a cordial from the medicine chest, supplied with dry clothing, and kindly cared for by the keeper's wife until she had fully recovered.

August 23.—Towards evening, while two little girls, aged eight and ten years, were playing on an old raft, lying at the wharf across the harbor from the Kenosha Station, (Eleventh District,) Lake Michigan, they fell into the river and were in imminent danger of drowning. The lookout at the station put off in a small boat to their assistance, but before he could reach them Surfman Mahoney, who happened to be close at hand at the time of the mishap, quickly jumped on the raft, rescued the frightened children who were clinging to each other, and took them to their homes.

August 24, 25.—At half-past 9 o'clock at night the south patrol of the Ottawa Point Station, (Tenth District,) Lake Huron, discovered a vessel on fire in the bay, about a mile and a half to the westward of the station. The life-saving crew launched the surf-boat and proceeded at once to the scene, and found the burning craft to be the barge *Josco*, of Port Huron, Michigan, with a cargo of lumber and a crew of five men. She belonged to the tow of the tug *Musio*, and was bound from East Saginaw, Michigan, to Buffalo, New York. The fire was caused by the explosion of a lamp in the galley. The tug went alongside and directed a stream of water on the flames, but her donkey-engine gave out, and, after hauling the vessel in the bight of the bay, was obliged to resume her voyage with her other consorts. The surfmen stripped the barge of all her rigging and got her anchor ready to let go. They used every effort to extinguish the fire, first by dashing on water in buckets and then by the use of the station force-pump, but it had made such rapid progress in the dry lumber that they were at last driven from their posts by the excessive and stifling smoke. The vessel had been scuttled shortly after the fire broke out, and when the keeper returned with the captain from the telegraph office, whither they had been to send for assistance, the barge had gone to the bottom, with her decks below the water's edge. The fire still continued, however, and the surfmen left her about 4 in the morning of the 25th. They conveyed the crew to the station and gave them breakfast, and then rowed them to Tawas. The life-saving force worked during the entire day, saving lumber and shingles which drifted ashore. The vessel and most of her cargo proved a total loss.

August 24.—Shortly after 8 o'clock in the morning, during a strong north wind and high sea, the tug *Thomas Spear*, of Escanaba, Michigan, on her way from Little Bay de Noquette, in that State, to Chicago, Illinois, with a tow of two lumber-laden scows, parted her line, and the stern scow broke adrift. The tug, with the remaining vessel, headed in towards the harbor of Two Rivers, off which she was at the time of the accident, but the water being too rough for the scow to safely run in the trough of the sea, the steamer changed her course for Manitowoc, six miles to the southward. The crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, on witnessing the mishap, immediately launched the surf-boat, sailed out to the tug, and offered to assist in recovering the drifting consort. The proffered service was gladly accepted by the captain, who dared not trust his small yawl-boat to run a line with in the heavy seas. After disposing of her charge in the harbor at Manitowoc the tug returned, took the surfmen in tow, and the latter man- aged, at 2 o'clock in the afternoon, to board the scow, fifteen miles south of the station, whither she had drifted, and make a hawser fast to her. At 6 o'clock, the wind having moderated, she was brought to an anchor

near the Manitowoc piers. In letting go the anchor the buoy-line got fouled in the propeller-wheel of the tug, which disabled her. The surfmen, after working a while, grappled the line and succeeded in extricating it. The men received the hearty thanks of the captain of the steamer and were towed back to Two Rivers, arriving at their quarters at half-past 8, having been absent just twelve hours.

August 26.—The schooner *Banner*, of Machias, Maine, in ballast, having a loose keel and leaking badly, put into Sawyer's Cove for repairs, and anchored about five and a half miles north-northeast of the Crumple Island Station, (First District,) coast of Maine. She filled with water and sank at about 8 o'clock in the morning of this date, while her crew were ashore. The station being closed for the summer and the life-saving crew disbanded, the keeper, who was in Jonesport at the time, went off alone to the assistance of the vessel. At the next low water, late in the afternoon, the captain obtained the services of two sloops and raised the schooner, the keeper materially aiding him in the work. The craft was pumped and bailed out, and taken to a wharf near by and securely moored.

August 26.—The schooner *Oregon*, of New York, bound from Bay View, Massachusetts, to New Bedford, in the same State, with a cargo of stone and carrying a crew of four men was run ashore by her crew, during a strong northwest wind, with a rough sea, at Squam Head, Nantucket, about midnight of the 25th, to prevent her sinking in deep water. The Coskata Station, (Second District,) coast of Massachusetts, about three and a half miles distant, was closed for the summer, but the keeper as soon as he learned of the disaster, on the following morning, offered his services to the captain and went on board the vessel. There being nothing to do, he carried the captain, who had also gone on board, to Nantucket in his boat. He again visited the wreck August 28th and conveyed the captain to town a second time. The schooner was between ten and fifteen yards from the shore when she struck, and her crew landed in their own boat. She was a total loss.

August 26.—At half-past 8 o'clock in the evening a man, who had accidentally fallen overboard from his yacht, but had luckily saved himself by catching hold of his yawl-boat that was towing astern, came to the Sheboygan Station, (Eleventh District,) Lake Michigan, and was provided with dry clothing from the stores donated by the Women's National Relief Association, and sheltered over night.

August 27.—Surfman Hasking, of the Ship-Canal Station, (Tenth District,) Lake Superior, on this date, rescued a woman belonging to a picnic party, who accidentally fell out of a pleasure-skiff into the canal. She was very thankful for her preservation, and stated that without the surfman's aid she must have drowned.

August 27.—The lookout of the Milwaukee Station, (Eleventh District,) Lake Michigan, at 4 o'clock in the afternoon, saw a sloop-yacht capsize about three-quarters of a mile to the eastward of the station. The life-saving crew pulled out in the surf-boat, and rescued the two men who had been precipitated into the water and were in a perilous situation. A tug afterwards towed the sloop into the harbor, where the surfmen pumped it out and put it in sailing trim.

August 29.—At about half-past 2 o'clock in the morning the surfman on watch at the Muskegon Station, (Eleventh District,) Lake Michigan, prevented a schooner, that was standing in for the harbor under full sail, from colliding with a raft of logs being towed through the river without lights. He manned a small boat and rowed out on the lake

and hailed the vessel, which stood off for a time, then came to the pier and made fast until the channel was clear.

September 1-3.—The surfmen of Crumple Island Station, (First District,) coast of Maine, commenced the active season by assisting on these dates to raise the schooner-yacht *B. W. Brown*, of Millbridge, Maine, which was sunk during a heavy wind-squall, on the morning of August 27th, about a mile south-southwest of Shabbit Island and five miles to the northward and westward of the station. The captain, who was part owner of the yacht, requested the services of the life-saving crew, and they went to his aid on the morning of the 1st. He had previously engaged two scows and six men, which were already alongside of the submerged craft when the station men arrived on the scene. The combined forces set promptly to work and swept hawsers under the bow and stern of the schooner; these were then taken to windlasses on the scows, and, by strenuous efforts, the men hove the yacht up about four fathoms clear of the bottom. She was then moved a quarter of a mile, when the stern hawser parted and she again sank. This mishap occurred at about o'clock in the afternoon, and the tide being high, further work was suspended until the next day. The life-saving crew returned early in the morning of the 2d, when the operations of the previous day were repeated, and the yacht was floated into shoal water near Duck Ledges, where she was grounded. The day was now far advanced and as the tide had commenced to ebb, nothing further was attempted that evening. The surfmen returned to the station for the night. The following forenoon, (3d,) at about 9 o'clock, they went for the third time to the yacht, and at low water succeeded in bailing and pumping her out. The mainmast having been carried away, the life-saving crew rove off new halliards and shifted the mainsail to the foremast, and otherwise put the vessel in trim to resume her voyage. She was got under way and a few tacks made to ascertain whether she would work under short sail, and as everything proved satisfactory her course was shaped for Millbridge, whither she was bound. While the foregoing work was in progress an accident happened which came near resulting seriously. While the men were heaving on the windlass the swell of the sea caused the line to surge, and Keeper Marshall, who had his whole weight on the iron bar used as a lever, was thrown violently over the machine and landed on his head and back in the bottom of the scow. He was severely bruised and strained, but still kept at his post. Several others narrowly escaped injury.

September 1.—At about 7 o'clock in the evening, during a fresh north-west wind, the keeper of the Point Marblehead Station, (Ninth District,) Lake Erie, was notified by telephone that a small schooner had broken adrift from her moorings, while lying at the pier at Lake Side, and driven ashore a mile to the westward of the station, and that immediate assistance was needed to relieve her. The life-saving crew proceeded, with the necessary gear, to the scene of the accident, and, after listing the vessel over and bailing her out, rigged their tackle and hauled her well up on the beach. This timely service undoubtedly saved the craft from going to pieces. She proved to be the *Mollie Harnet*, of Port Clinton, Ohio, with two men on board.

September 2.—Shortly after 7 o'clock in the morning, during baffling westerly winds, the British schooner *Ossau*, of Saint John, New Brunswick, encountering a strong adverse current, stranded on a reef about one hundred and fifty yards from Southern Island and two and a half miles to the westward of the White Head Station, (First District,) coast of Maine. She was bound from her home port to Boston, Massachusetts,

laden with lumber, and carrying a crew of five men. The mishap was observed by a patrolman on the beach, and the life-saving crew at once pulled off to the schooner and boarded her. She was found hard and fast on the rocks and the tide falling. Some stout planks were taken from the deck load and shoved under her bottom to keep her bilge from the rocks in case she heeled over at low water. The station men ran out her anchors well to windward, and put tackles on the cables and set them taut. When the tide flowed she was hove clear of the reef, sail was made, and the keeper piloted her to a safe anchorage in Tennant's Harbor. The pumps were tried, but, as she was found not to be leaking much the surfmen left her late in the afternoon and returned to the station.

September 2.—At about 9 o'clock in the morning a sail-boat, with two men on board, passed out of Shark River Inlet and stood off shore towards the fishing banks. An hour later the lookout of the Shark River Station, (Fourth District,) coast of New Jersey, while scanning the sea with a marine glass, discovered the boat capsized about two miles distant. The surf-boat was immediately launched and the life-saving crew set out with all possible speed to the scene of the mishap, and succeeded in rescuing both men. The sail-boat was righted and towed into the inlet. The pull back was a very arduous one, as the oarsmen had to contend against a strong wind and rough head sea. The two men were safely landed and taken to the station, where they remained for several hours, after which they boarded their craft and proceeded up the river. They were very thankful to the surfmen for their prompt and efficient action.

September 2.—Shortly before 1 o'clock in the morning the patrol of the Cape May Station, (Fourth District,) coast of New Jersey, discovered the sloop *Pioneer*, of Chester, Pennsylvania, dragging from her anchorage near the Delaware Bay shore during the prevalence of a strong northwest wind. The vessel soon after parted her cable and was blown high up on the beach at a point about a mile northwest from the station. There was only one man on board at the time she struck and he was able to jump safely ashore. At the next high water the life-saving crew, after considerable labor, successfully hove the sloop afloat, she having sustained no perceptible damage.

September 2.—During the prevalence of a strong northwest wind with cloudy weather, at about 2 o'clock in the morning, the patrol of the Lewes Station, (Fifth District,) coast of Delaware, burned a Coston light to warn a three-masted schooner which was standing too close in to the point of Cape Henlopen. The vessel dropped her anchor just in time to prevent her stranding on the beach.

September 2-5.—The tug *Ella May*, of Harrisville, Michigan, towing a lighter with lumber for the light-house breakwater, arrived off the Sturgeon Point Station, (Tenth District,) Lake Huron, at 1 o'clock in the afternoon of this date. She sounded her whistle for a pilot and the life-saving crew went off to her, ran lines to the shore, and did all they could to get the lighter in position to discharge her cargo, but their efforts proved ineffectual on account of the prevalence of a southwest wind. The craft was blown on the reefs northeast of the station, but the tug succeeded in pulling her off and towed her back to Harrisville to wait for more favorable weather. Three days later (on the 5th,) the vessels returned, and under the direction of the keeper were piloted close enough to the shore so that lines were run and the lighter was hauled

up to the beach where she was unloaded. Subsequently the surfmen assisted to get her off and she was taken in tow by the steamer.

September 2.—Shortly after 7 o'clock in the morning, while a small fishing vessel was trying to make the harbor with a scow in tow, the latter broke adrift, with one man on board, and went to the northward of the pier towards the beach. The crew of the Manistee Station, (Eleventh District,) Lake Michigan, put off and towed the craft safely inside.

September 3.—During the second night watch the western patrol of the Race Point Station, (Second District,) coast of Massachusetts, discovered a schooner running into danger towards the shore. He quickly burned a Coston light, which had the desired effect, causing the vessel to tack and stand off. Had she not been warned in time she would certainly have struck the beach. As it was she grazed the outer bar, in going about, and narrowly escaped stranding.

September 3.—At about 3 o'clock in the afternoon a small pleasure yacht came to off the Coskata Station, (Second District,) Nantucket Island, coast of Massachusetts. Her anchor failed to hold and she was observed to drag ashore. The keeper and two of the life-saving crew at once went to her assistance in a dory, laid out a kedge, and succeeded in heaving her afloat. As the party on board did not seem to understand the management of a sail-boat, one of the surfmen was sent off, when she was ready to sail, and got the craft under way.

September 3.—At about half-past 10 o'clock at night the crew of the Brenton's Point Station, (Third District,) coast of Rhode Island, were summoned by the west patrol to the assistance of the schooner-yacht *Nora*, of Boston, Massachusetts, which he had discovered stranded on Bateman's Beach, a couple of miles or so distant to the northward and westward of the station. She had struck about half an hour previous while on her way in to Newport from Boston. By the time the life-saving crew could reach the vessel in their boat, at about 11 o'clock, her own crew of four men had already run out an anchor and succeeded in sluing her round, head off shore. The station men, therefore, at once carried out the best bower to a good scope and in a short time hove her afloat, when the sails were hoisted and she was put safely on her course again for Newport. It was all done so quickly that by midnight the men were on their way back to the station. Fortunately the sea was smooth and the yacht received no damage.

September 3.—Shortly after noon one of the surfmen belonging to the Seabright Station, (Fourth District,) coast of New Jersey, observed a cat-rigged pleasure yacht coming down the Shrewsbury River, with a light southerly breeze, and his attention was attracted by the awkward manner in which she was steered. He watched her subsequent movements until she came abreast of the station, where her occupants attempted to jibe her and she capsized. The surfman then gave the alarm, and the life-saving crew immediately manned a fishing boat that lay near by, went off and picked up the three frightened men who were clinging to the overturned craft, and brought them to the beach. The yacht was then towed ashore, righted, and bailed out. The men were found much under the influence of liquor and were totally unfitted, in their condition, to manage a sail-boat. One of them was in such a helpless plight that his companions had difficulty in keeping him above water. They were taken to the station, provided with food, and their clothing dried. After getting sufficiently sobered to be again in rational possession of their wits, they were permitted to return to their yacht and proceed homeward.

September 3.—At 3 o'clock in the afternoon one of the crew of the Charlotte Station, (Ninth District,) Lake Ontario, saw a man clinging to the bottom of a canoe that had capsized on the lake, in a sudden flaw of wind, about three-quarters of a mile to the northward of the station. He immediately put off in a skiff to the scene of the mishap, rescued the imperiled man, and landed him on shore. The surfer then returned and recovered the canoe and delivered it to the owner.

September 4.—The crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, put off in their boat to the assistance of the schooner-yacht *Celeste*, of Boston, Massachusetts, which had stranded about noon on Brown's Bank, off Plymouth Harbor, about two-thirds of a mile south of the station. She was from Brant Rock, bound in to Plymouth, with an excursion party of ten persons, including ladies and children, besides a crew of three men, making thirteen on board all told. Her crew were already engaged in an effort to get her off when the station men arrived; but as they had planted their anchor in the wrong direction, the keeper took charge with his men and shifted it to a more advantageous position, and by changing the trim of the vessel and heaving hard on the cable they succeeded in about an hour's time in getting her safely afloat, when she at once proceeded to Plymouth.

September 4.—In the forenoon, Keeper King and one of the crew of the Amagansett Station, (Third District,) coast of Long Island, New York, rescued from the surf a lady, named Haight, who while bathing near the station had been overwhelmed by a huge wave, and losing hold of the life-line used by the bathers was being swept away by the undertow. It was the belief of the bystanders that she would have been drowned but for the prompt aid of the station men.

September 4.—The schooner *Phebe Ann*, of New York, with a crew of three men, while beating out through Hog Island Inlet, coast of Long Island, on her way from East Rockaway to New York, in ballast, ran aground at the westerly side of the inlet, about two and three-quarter miles east of the Far Rockaway Station, (Third District.) The accident occurred at 4 o'clock in the afternoon, and was occasioned by the main-peak halyards getting adrift. It seems the vessel was on the port tack at the time, well over towards the westerly edge of the channel, when the peak of the sail suddenly dropped, and that allowing her head to pay off, she took the bottom before she could be put about. The mishap was immediately discovered by the crew of the station, who lost no time in going to her assistance. As the tide was falling, the vessel could not be moved until high water. The men, however, carried out the anchors and made other preparations, and remained on board, intending to get her off that night. But the tide did not come in full enough, and they did not succeed until the second tide the next day, (5th,) when she was at once got under way, and put safely on her course for New York. She fortunately received no damage. The captain was very grateful for the station crew's assistance. It should be mentioned that the crew of the Long Beach Station, the next to the eastward, also boarded the vessel on the 5th, but their aid was not required.

September 4.—About half-past 5 o'clock in the evening the life-saving crew of the Cold Spring Station, (Fourth District,) coast of New Jersey, observed the pilot-boat *E. C. Knight*, of Philadelphia, Pennsylvania, dragging towards the beach, opposite the Stockton House, Cape May City, about a mile to the southward and westward of the station. She had been at anchor waiting the arrival of pilots and stores. The wind, in the meantime, increased to a gale from the south, and the

crew attempted to get her under way, but, owing to a disarrangement of the steering gear, she was driven into a dangerous position near the shore. The keeper of the station at once had the surf-boat hauled to a point abreast of the disabled craft and launched, taking with him his crew, one man from the Cape May Station, and six pilots. After boarding the vessel they succeeded, by setting her sails and slipping the cable, in moving her to a safe berth. This opportune assistance undoubtedly saved her from being forced on a lee shore and probably dashed to pieces.

September 4.—In the morning the patrol of the Cape May Station, (Fourth District,) coast of New Jersey, found a body on the beach in an advanced state of decomposition. It proved to be the corpse of a colored man who was drowned several days previous while bathing in the surf. The remains were turned over to the coroner of Cape May County.

September 4.—On this date the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, were engaged in assisting the owner of the schooner *Adamant*, of New Berne, North Carolina, to haul his vessel out on the beach. The life-saving men also helped to block her up and get her ready for repairs. When the latter were completed, on the 26th of the following month, the surfmen, at the request of the captain, went again to the craft and launched her.

September 4.—In the afternoon the lumber-laden schooner *Dorio and Daria*, of Boston, Massachusetts, bound from Morgan City, Louisiana, to Corpus Christi, Texas, with a crew of four men, while trying to make a harbor, during thick southeast weather, became unmanageable after crossing the bar at Cavallo Pass, and stranded on the southern end of Pelican Island, two miles to the eastward of the Saluria Station, (Eighth District,) coast of Texas. The vessel hoisted a signal of distress, which was immediately responded to by the life-saving crew. Before the latter could reach her, however, the sailors took to their yawl-boat and put for the beach. There was a high sea running, and the craft was found bilged and fast breaking up, with the deck-load all adrift. To be ready, in case of a possible mishap, the surfmen closely followed the castaways to the shore. After seeing them safely landed, all hands were conducted to the station. The following morning the life-saving force pulled out, with the schooner's crew, to the vessel, and found her a total loss. As the heavy breakers and floating wreckage made it hazardous to get near her, the men returned to the beach and picked up a portion of the cargo that had washed ashore. The wrecked people were sheltered and fed at the station for two days and a half. On the 7th and 8th the surfmen recovered an additional quantity of lumber that was scattered along the bay shore.

September 4.—The lookout of the Aransas Station, (Eighth District,) coast of Texas, at 6 o'clock in the morning, observed a small cat-rigged boat about two miles off shore, standing in towards Saint Joseph's Island. A half hour afterwards she went ashore on the outside beach a mile from the point. The life-saving crew manned the surf-boat and pulled over to the craft, which they found to be the *Laura*, of Laredo, Texas, with three persons on board, one of whom was a passenger. The party had worked up along the coast from the Rio Grande on their way to Rockport, Texas, and had been two days without food. The keeper put them on board a schooner anchored near by and requested the captain to supply them with something to eat. In the meantime the surf commenced to make up, and there was danger of the stranded boat going to pieces if left where she was. Accordingly the station men went to

her relief, succeeded in getting her afloat, and took her round inside, where she was safely delivered to the owner. The latter was very thankful for this service, as he was afraid that his boat would be lost.

September 5.—At 3 o'clock in the morning, during foggy and thick weather, the patrol of the Quoddy Head Station, (First District,) coast of Maine, burned his Coston light, and warned off a vessel that was standing into danger. At the flash of the signal she immediately came to, let go her anchor, swung just clear of the rocks, quickly got under way on the other tack, and stood off shore in the darkness. The prompt action of the surfmen undoubtedly averted a disaster.

September 5.—Shortly after 2 o'clock in the morning the schooner, *Clara Jane*, of Lubec, Maine, with a cargo of calcined plaster and boxed herring, on her way from Eastport, Maine, to New York, while trying to make a harbor in a thick rain-storm, struck on East Bunker's Ledge, one and a half miles north of Cranberry Isles Station, (First District,) coast of Maine. She had five men and one passenger on board. The accident happened on the flood tide and about an hour afterwards the vessel floated clear of the rocks and anchored near by. She was observed in this position, at about daybreak, by the beach patrol, who also noticed a flag of distress hoisted in the main rigging. The life-saving crew at once put off to her in the surf-boat, but, before they arrived alongside, she slipped her cable, made sail, and got under way. The surfmen boarded her, however, and found her with eighteen inches of water in the hold and leaking badly. They relieved the crew, who were much fatigued by their steady work at the pumps, and assisted in working the vessel into Southwest Harbor. Notwithstanding the united efforts of the men the water kept constantly gaining on them and the schooner was grounded in the harbor, at high tide, alongside of Ward's wharf. The station crew continued at the pumps until some shore hands were employed to relieve them. The former then pulled back to the station, a distance of over five miles, arriving there at about noon, after having had six hours of arduous work.

September 5.—The patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, a little before 3 o'clock in the morning, burned a Coston signal to warn a vessel which was standing too close inshore. The vessel went about and escaped disaster.

September 6.—In compliance with the request of the captain of the steamer *Tuckahoe*, of Philadelphia, Pennsylvania, which had anchored near Fishing Point, Assateague Beach, Virginia, the crew of the Assateague Beach Station, (Fifth District,) ascertained by telephone from the Signal Service observer at Chincoteague the weather probabilities and at once transmitted the desired information by International Code signals, when the steamer proceeded on her voyage. She was bound up the coast to New York with a cargo of potatoes from Watchapreague, Virginia.

September 7, 8.—At 9 o'clock at night the crew of the Chatham Station, (Second District,) Cape Cod, Massachusetts, went to the assistance of a small fishing-sloop, the *Little Lottie*, of Chatham, which had stranded about two miles south of the station, just beyond the entrance of Chatham Harbor. The accident had happened through her missing the channel and running onto a shoal, when, the wind being light and insufficient to force her off, she had speedily filled with water and soon afterward was driven by the surf onto the beach. Her crew of two men got ashore unaided before the life-saving crew arrived. The latter went to work and hauled her as far out of reach of the surf as possible and then took the elder of the two men to the station, where he was given

dry clothing and sheltered for the night; the younger man, his son, being furnished with a boat to reach the village on the main-land to obtain help in getting the vessel off on the next high water. At 4 o'clock in the morning (8th), the station crew returned to the sloop and got the water and sand out of her and patched the broken planking with canvas, and when help arrived from Chatham she was launched and taken into the harbor for repairs.

September 8.—The lookout of the Cross Island Station, (First District,) coast of Maine, at about 9 o'clock in the morning, reported a schooner becalmed off the south side of the island and in danger of being carried on the rocks by the strong tide. The water near the shore being very deep her crew were not able to bring their vessel to an anchor. The life-saving men went off to her in the surf-boat, and, taking a line which was made fast to the jib-boom, towed the craft well to seaward clear of all danger, and there left her. She was the *Stephen J. Watts*, of Jonesport, Maine, with a crew of four persons on board.

September 8.—In the afternoon the crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, assisted in floating the small schooner-yacht *Albert Mortimer*, of Plymouth, Massachusetts, which had grounded at the Point about two hundred yards from the station. She had two ladies and two gentlemen on board who came down to the Gurnet on a pleasure trip. The life-saving crew waded out and, by heeling the vessel down on her side—the water being quite shallow—and lifting and pushing with all their might, succeeded in getting her off into deep water without damage.

September 8.—Shortly after dark the west patrol of the Fire Island Station, (Third District,) coast of Long Island, New York, discovered a steamer running in too close to the beach for safety. He fired a red Coston light to warn her of her danger, when she immediately hauled farther off shore.

September 8-10.—Towards noon of the 8th the wind commenced to blow fresh from the eastward, with heavy rain, at the Sturgeon Point Station, (Tenth District,) Lake Huron, and a low and falling barometer indicated an approaching storm. The schooner-barge *Genesee Chief*, of Port Huron, Michigan, with a crew of seven persons, was moored at the wharf at Black River, having loaded with lumber for Cleveland, Ohio. Her exposed position being considered unsafe in view of the impending gale, a tug was employed and she was towed to an anchorage a mile and a quarter off shore, with the understanding that she would signal for the steamer to take her to a harbor in case her berth proved insecure. The vessel had but one anchor and that was not sufficient to hold her. As the wind increased in violence and the sea made up she commenced to drag, and about 6 in the evening hoisted a flag of distress. The tug could not venture out in such weather, and so the imperiled craft was left to the mercy of the elements. By 9 o'clock the storm had reached the fury of a hurricane, and the night proved one of the most frightful experienced by navigators on the lakes in many years, the barometer registering as low as 28.90 inches. A messenger arrived at the station in much haste from Black River to summon the crew to go to the assistance of the schooner. The keeper dispatched a surfman for a team of horses to haul the boat-wagon, and burned Coston lights to recall the patrols. Shortly before midnight the life-saving men were on their way over the heavy roads, their progress being necessarily slow, and arrived at Black River, nearly ten miles distant, at 3 o'clock in the morning (9th.) The most available place to launch from was through a quicksand marsh where all manner of débris

had collected. At daylight the surfmen, after considerable labor, managed to get their boat out and started for the barge in a tremendous sea that would have appalled less stout-hearted men. A hard struggle with the fierce and foaming billows, at one moment shooting ahead a length and the next being driven back by the fury of the tempest, brought the sturdy life-savers abreast of the schooner. The captain informed them that his vessel was leaking badly and he wanted to engage a force to free her, having already thrown overboard seventy thousand feet of lumber. The keeper replied that he could induce no one to come off in such a terrific storm, and advised the master to seek refuge with his crew ashore until the weather moderated, as the barge could not sink, and so long as the anchor held her would probably ride the gale in safety. The surfmen hauled their boat alongside, succeeded in taking off all on board, and headed for the beach through the breakers and drift-wood. On reaching shoal water they sprang out and quickly dragged the boat ashore, landing the entire party unharmed. All hands immediately went to the hotel near by, warned themselves and dried their clothing. Early the following morning, (10th,) the storm having abated somewhat, the life-saving men took the crew to the barge, which was still afloat, and were soon at work pumping her out. They were re-enforced by six other men, and at midday the vessel was free of water. In the afternoon the station crew hove the anchor short, straightened out what was left of the deck-load, repaired the steering gear as well as their means would allow, and at 2 o'clock the steamer *Mackinac* took the schooner in tow for her port of destination. The captain of the latter was profuse in his thanks to the surfmen for their gallant services.

September 8.—At daybreak a strong southeast gale of wind, accompanied by heavy rain, prevailed at the Chicago Station, (Eleventh District,) Lake Michigan. Shortly after 5 o'clock the crew were aroused by the lookout, who reported that the small sloop-yacht *Alice*, which was anchored just abreast of the station, had dragged and fetched up against the wharf and was in danger of being dashed to pieces by the rough seas. The life-saving crew hurried to her assistance, and, by means of poles and lines, kept her clear until a tug was obtained, when two of the surfmen leaped on the yacht, slipped the cable, and she was towed to a sheltered berth. After this service the men were called to the aid of several small craft lying in the basin at the foot of Randolph street. The sloop *Verve* had parted her moorings and was pounding against the wharf. The life-saving crew carried lines to the opposite side of the slip and hauled her to a place where she was securely screened from the storm. While thus engaged a large scow broke adrift and collided with the yacht *Minnie M.*, which was anchored near the middle of the slip. Several of the surfmen ran lines from the scow, and, by dint of hard pulling, separated the vessels before much damage was done. Half an hour later the schooner-yacht *Argo* dragged from her anchorage against the wharf. The station crew hastened to her relief and succeeded in keeping her from extensive injury while one of their number procured a tug. The latter took the craft into the slip, where she was made fast beyond reach of further harm. The life-saving force returned to their quarters at half past 8.

September 8.—At 15 minutes before 10 o'clock, shortly after the assistance rendered in the preceding case, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, were again called out. The lumber-laden schooner *William Jones*, of Chicago, Illinois, bound in from Menominee, Michigan, with a crew of nine men, arrived during the

night and anchored a mile east of the harbor. A tug steamed out in the morning to tow her into port, but subsequently returned with the information that the sailors were unable to weigh their anchor. The life-saving men launched the surf-boat and were taken alongside. The heavy seas made it difficult for them to board the vessel, but they finally succeeded and at once manned the windlass. After more than an hour of steady heaving and hard work the anchor was broken out, when the craft was towed inside and up the river to her wharf.

September 9.—While trying to make a harbor in a hard easterly rain-storm, at about 4 o'clock in the afternoon, the British schooner *Flora E.*, of Truro, Nova Scotia, stranded on the Middle Ground Shoal, Quoddy Bay, two miles east-northeast from the Quoddy Head Station, (First District,) coast of Maine. She was bound from Economy, Nova Scotia, to Boston, Massachusetts, with a cargo of lumber and cord-wood, and had seven persons on board, including three passengers. One of the patrolmen saw the schooner when she struck, and at once reported the circumstance to the keeper of the station. The life-saving crew launched their boat from the relief house at Wormell's Landing, and were soon alongside the distressed vessel. The proffered aid was gladly accepted by the captain, and the surfmen went on board and assisted to hoist the sails and man the gear. As the tide rose the schooner was backed off the shoal into deep water and piloted to a safe anchorage, where she was left in trim to continue her voyage.

September 9.—The schooner *Empire*, of Belfast, Maine, bound from Bangor, in the same State, to Boston, Massachusetts, with a cargo of lumber, and having a crew of three men, ran on Long Ledge in Seal Harbor, at about 11 o'clock in the morning, during a northeast wind and rain-storm, three-quarters of a mile north of the White Head Station, (First District,) coast of Maine. The station crew boarded her soon after she struck, and laid out a kedge anchor, but all attempts at that time to heave her off the rocks proved fruitless. They then assisted to throw over her deck-load, binding the lumber in rafts, in order to save it. At 6 o'clock in the evening it was thought that she was sufficiently lightened to float at the next high tide, and the life-saving crew returned to the station for their supper. After finishing their meal they again went out to the vessel and found that she was strained and leaking. They promptly manned the pumps, but after working unceasingly until past midnight, could not prevent the craft from filling. As it was now blowing strong from the northeast and raining hard, the surfmen brought the sailors off, leaving one on board the schooner *Carrie May*, which had anchored close by to take the lumber, and returned to the station. Early on the morning of the 10th the captain of the stranded vessel was rowed to the nearest telegraph office, about two miles distant, so that he could communicate with his owners, and also send for a tug. The latter arrived at 10 o'clock that night, and one of the life-saving crew was put on board of her to act as pilot. The surfmen ran a hawser to the schooner, but the tug, after several ineffectual trials, gave up the attempt to float her and steamed away. It was now necessary to remove the rest of the cargo, and the station men worked all the succeeding day (11th,) discharging and rafting it. When all the lumber had been taken out, calkers were employed to stop up the leaky seams. On the 19th, in response to a prearranged signal, the life-saving crew went off to the schooner with tackles and gear, righted and heeled her over on the ledge, so that the workmen could continue their labors on the opposite side of the hull. The following night, (20th,) the task of calking her having been completed, the surfmen again boarded the ves-

se, ran out a kedge, and at high water succeeded in heaving her clear of the rocks. She was then got under way and subsequently moored alongside of Spruce Head Island wharf, where her sails were furled and she was pumped out. The next day she proceeded to Belfast for repairs. The work of the life-saving crew on the above occasion was of the most difficult and toilsome kind, and during the first three days and nights their labors were almost unremitting, they hardly taking any time for needed rest.

September 9.—In the afternoon the crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, floated off the fishing-sloop *Evelyn*, of Plymouth, Massachusetts, which had stranded on a shoal off Gurnet Point, about three hundred yards south of the station. The vessel had four men on board and was on her way in to Plymouth with a catch of mackerel. As in the case of the *Albert Mortimer* the day previous, the life-saving crew waded out, and by listing the vessel well over on her side and some hard shoving she was moved afloat and safely anchored. The men were very thankful for the assistance given them, as the weather set in squally soon after the vessel's release and the surf became quite high in the place where she had lain aground. Had she remained there she would probably have been wrecked.

September 9.—The keeper of the Absecom Station, (Fourth District,) coast of New Jersey, was called upon, at about 10 o'clock at night, to go to the assistance of a horse which was stuck fast in the mire. After rigging a suitable purchase, the life-saving crew finally saved the animal, to the great relief of the owner.

September 9.—The keeper and crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, at the request of the captain of the small schooner *Willie T.*, of New Berne, North Carolina, went to his assistance, there being no other help at hand, and aided him to take his vessel out on the beach for repairs. They hauled her about twenty-five yards on shore and blocked her up, so that the keel could be taken off and a new one put on. Subsequently, on October 28th, when the repairs were completed, she was launched by the station crew, who laid ways under her, and by means of rollers moved her about fifty yards to where she floated at high water.

September 9-13. At 2 o'clock in the afternoon, during a strong blow from the eastward, with stormy weather, the lookout of the Ottawa Point Station, (Tenth District,) Lake Huron, observed a vessel at anchor off Fish Point, seven miles northeast of the station, with a signal of distress hoisted. The surfmen could not reach the craft against the high wind and heavy head sea, so they launched the life-boat in the bay and the keeper applied to a steamer lying at the wharf at Tawas for assistance. As the captain felt confident that the life-boat could not live in such rough water, his own vessel having just arrived in after a stormy passage, he declined to grant the request. The crew then sought aid of the steam-barge *David W. Rust*, and the master at once recognized the imperilled craft as his consort, the three-masted schooner *D. K. Clint*, of Milwaukee, Wisconsin, whose tow-line parted near the place mentioned. She was coal laden, bound home from Buffalo, New York, with a crew of seven persons. The captain, after transferring his family to a safe place, got the barge under way and started for the scene with the life-boat in tow. A three hours' hard run, in which the life-boat stood the heavy seas and rough weather better than the steamer, brought them abreast of the schooner. The captain of the barge was doubtful about taking hold of the craft, as he feared that he would then have difficulty in getting his vessel before the wind. The life-

saving crew rowed to the schooner and learned that she was leaking badly and that the master was extremely anxious to make a harbor. With the utmost exertion they pulled back to the steamer, but the tremendous seas prevented them from getting near her. They finally succeeded in heaving a line on board, which was made fast to the hawser, and then dropped down a second time to the distressed vessel. The barge had to keep her engines going in order to maintain steerage way, and as the life-boat got abreast of the schooner's fore rigging, the steamer unfortunately worked ahead and the surfmen were drawn under the former's bows, where a sudden lurch brought both her chains across the gunwales of their boat and capsized it. All the crew managed to get back into the boat when it righted except one man, who was luckily hauled aboard the schooner. By the time the spare oars were manned the boat had drifted so far to leeward that it was impossible for them to row back, so they headed for the station, under a reefed foresail, reaching there shortly before midnight, wet, cold, and nearly exhausted. Notwithstanding their condition, the patrol was kept up on the beach until sunrise. In the morning (10th,) the tug *Cora B.* took the surfmen outside again, the gale having moderated somewhat, though a high sea was still running. The barge *Rust* was found with the line foul of her wheel. She was taken in tow by the tug, and the steamer *Osceola* went to the relief of the schooner and brought her into port. The life-saving force went on board the latter and worked at the pumps. After the vessel came to, the keeper accompanied the captain ashore and assisted him to hire a force of men to free the craft of water, and stay by the pumps until he reached his destination. A diver cleared the line from the wheel of the *Rust*, and both vessels proceeded on their voyage in the forenoon of the 12th, but returned shortly after, as the schooner's steering gear was found out of order and she would not mind her helm. The following day (13th), one of the surfmen put on the rubber suit belonging to the station and got the wood-lock off the rudder, so that it could be unshipped and repaired. The district superintendent received the annexed letter from the master of the *D. W. Rust*, who also sent a communication of similar purport to the General Superintendent at Washington:

“TAWAS, MICHIGAN, *September 11, 1885.*

“DEAR SIR: I wish to acknowledge in some way the splendid service rendered by the life-saving crew at this place to one of the vessels in my tow. I cannot emphasize the matter by a multiplication of words. I will simply say that they are all heroes, every man of them, from the keeper down, and deserve special mention for their heroic conduct during the late gale. I have written to my owners in their favor and given particulars, asking them to bring the crew to the notice of yourself and the Department.

“Yours, very respectfully,

“ROB'T J. COWLEY,
“*Master of Steamer D. W. Rust.*

“Capt. J. G. KIAH,

“SUPERINTENDENT LIFE-SAVING STATIONS,
“*Tenth District, Sand Beach, Michigan.*”

September 9-11.—A gale of wind commenced blowing on the 8th at the Thunder Bay Island Station, (Tenth District,) Lake Huron, and increased in violence to a hurricane from the northeast on the morning of the 9th. The sea was driven in by the fury of the storm until the north

side of the island was entirely submerged. Driftwood and logs were washed up three hundred feet on the shore, and fences, walks, and trees swept away. The night patrol, undaunted, continued at his post of duty, wading waist-deep in the surging débris at the imminent peril of his life. At daylight the weather was thick and rainy and no sail could be seen on the tempestuous expanse of the lake. The keeper had been ill for two days and was congratulating himself that he would not be called upon to confront the raging storm, when a surfman rushed into his room and announced that a large steamer had stranded on North Point Reef, four miles southwest of the station. The keeper quickly rose from his sick bed, and going outside dimly discerned the vessel through the falling rain, hard aground, as described. Animated by the thought of rescue, he hastily drank a cup of coffee, put on his clothing and life-belt, and took his place in the stern-sheets of the boat. The latter was sailed to the edge of the breakers, where the canvas was furled, the masts were taken down and lashed, and the drogue was put over. The sturdy life-savers then bent to the oars and sent the boat into the tumbling and foaming billows, pulling through them in safety. This feat was achieved at great personal risk, as the tremendous waves seemed more than human effort could cope with. The steamer lay stern to the sea and the life-boat was brought under her bow shortly before 8, where it tossed about for six hours, shipping water from both sides. At last the surfmen managed to take off the mate, who swung himself into the boat from the fore-boom by means of the sheet tackle. He was taken to Alpena with dispatches for the owners. The vessel proved to be the *Joseph S. Fay*, of Cleveland, Ohio, of twelve hundred and twenty tons burden, bound from Duluth, Minnesota, to Buffalo, New York, with a valuable cargo of wheat. She had sixteen persons on board, six of whom were passengers. Towards evening the wind and sea moderated somewhat and the station men returned to the stranded craft in tow of the steamer *Golden Eagle*, taking with them a man who entered into an agreement to float the vessel. As there was no necessity for the surfmen to stay by the steamer during the night, they returned to their quarters late in the evening, having been twelve hours in the life-boat. The following morning (10th,) at daylight, the wind still being fresh from the northeast, with a rough sea, they again pulled out to the vessel and brought off the passengers, consisting of two women, three children, and a man, and conveyed them, together with the captain, to Alpena. While assisting the people to leave the steamer one of the surfmen injured his foot by jamming it in the boat as the latter was careened by a heavy sea. The telegraph wires were down and no word had been received from the owners, so the keeper assisted the captain in perfecting arrangements for floating his craft. In the afternoon a tug started to the scene of the accident with a force of wreckers and the life-boat in tow. The surfmen did not leave the distressed craft until 5 o'clock and then rowed back to the station after a day of toilsome work. Early in the morning of the 11th they went to the steamer and found that about seventeen thousand bushels of wheat had been lightered. At 11 o'clock the tug *Ralph* pulled her off and the keeper was requested to pilot the vessels clear of the reefs, which he did, and afterwards took the tug to Alpena, while the captain indulged in much needed rest, he having been up for two nights. It was the general opinion that the steamer was saved from pounding to pieces by the prompt action of the master in giving her the full power of the engine just before she struck, thus driving her out all of five feet, where she lay firmly. She was floated just in season, as a strong southeast gale

sprang up that afternoon which would have made her situation an extremely hazardous one. The captain was unstinted in his praise of the life-saving crew and attributed the preservation of his vessel, in great part, to their trained experience and ready aid. He also expressed his appreciation in the subjoined letter to the General Superintendent:

“ALPENA, MICHIGAN, *September 11, 1885.*

“DEAR SIR: On the morning of September 9, at 5.30, the steamer *J. S. Fay* stranded on North Point, Thunder Bay, Lake Huron, during one of the severest northeast gales experienced in several years. At about 7.30 A. M. the life-saving crew at Thunder Bay Island arrived alongside through a terrible surf, such as I thought no boat could live in. They lay under our lee for six hours in the cold and blinding spray, then, the sea moderating some, they took my mate aboard from the end of our foreboom and carried him to Alpena with a telegraph message to my owners. Also next day carried myself and some friends to Alpena. They stayed by us until the vessel was got afloat, September 11, and rendered us all the assistance in their power, for which myself and crew are truly thankful to Capt. J. D. Persons and his men for their valuable services.

“Yours respectfully,

“J. A. HOLMES,

“*Master of Steamer J. S. Fay.*

“Hon. S. I. KIMBALL,

“*General Superintendent,*

“*U. S. Life-Saving Service,*

“*Washington, D. C.*”

September 9.—At half-past 2 o'clock in the morning, during a strong northeasterly blow, with rain squalls and thick weather, the patrol of the North Manitou Island Station, (Eleventh District,) Lake Michigan, discovered a vessel standing dangerously close to the shore. He at once ignited his Coston signal, when she changed her course. An hour afterward another vessel was warned off in the same manner. Both craft narrowly escaped going on the beach.

September 9.—In the forenoon, while the schooner *Herschel*, of Menominee, Michigan, was discharging her cargo of cedar posts at the south pier, Evanston, Illinois, a northerly sea began making up and there were indications of an approaching storm. The keeper of the Evanston Station, (Eleventh District,) Lake Michigan, observing that no precautions were being taken on board the schooner, owing, no doubt, to the fact that the breeze still continued light from the westward, advised the mate, who was in charge, that he had better stop unloading and make preparations to get under way and seek a safer berth. A hawser was accordingly run to the end of the pier. The keeper had no sooner secured it than a heavy squall struck the vessel from the north, causing one of her stern lines to part and obliging the crew to hastily cast off the other so that she could swing round head to the wind. In the afternoon a tug which was obtained came from Chicago and towed her away. The schooner returned the following Friday to discharge the remainder of her cargo, when the mate called at the station and warmly thanked the keeper for his advice and services, saying that he did not know what would have become of his craft if timely action had not been taken to save her.

September 9.—Shortly before 10 o'clock in the morning a man in a small skiff was discovered holding on to a pile in the middle of the river, about a quarter of a mile north of the Two Rivers Station,

(Eleventh District,) Lake Michigan. It appears that the boat, which was in a leaky condition, had got adrift, and the occupant was without oars or other means of reaching the shore. The life-saving crew speedily put off to his assistance and towed the craft, which was in a sinking condition, safely to the shore. The rescued man was very thankful for the prompt action of the surfmen.

September 10.—The schooner *Maggie Power*, of Portland, Maine, bound from that port on a fishing cruise with a crew of fourteen men, ran into Winter Harbor and anchored about three quarters of a mile north-northwest of the Fletcher's Neck Station, (First District,) coast of Maine. At 8 o'clock in the evening she grounded and started the oakum out of her garboard-strake seams, causing her to leak badly. The captain came on shore a few hours after the mishap and communicated the particulars to the beach patrol, who at once informed the keeper of the station. The life-saving men went off to the schooner about midnight, and, on boarding her, found the crew hard at work, pumping and bailing, in an effort to keep their craft from filling. The surfmen lent them a hand, and the water was kept back until a tug-boat was obtained, which towed the vessel to the flats where she was run ashore. The station men remained on board at the pumps until the ebb tide rendered further assistance unnecessary, and at 4 o'clock in the morning (11th,) returned to the beach. The schooner's leaks were temporarily stopped up, and she was enabled later in the day to proceed to Portland for repairs. Her captain and crew were very thankful for the services rendered by the life-saving men.

September 10.—At an early hour in the morning, soon after midnight, the crew of the Fourth (Cliff Station, (Second District,) coast of Massachusetts, discovered a small vessel quite near the breakers, a few hundred yards north of the station. Signals were at once burned to warn her of her danger, but as these were unheeded and the vessel continued to drift nearer, the surf-boat was got out. Before it could be launched, however, the vessel struck, and was driven so high up by the sea that the surfmen were able to reach her by wading. She was a sloop-rigged yacht. The two men found on board were assisted ashore and sheltered at the station until 5 o'clock, when they left by train for Boston, professedly to engage assistance to save the vessel. Shortly afterwards, at daybreak, the station crew unbent the sails, removed the furniture and ballast, and by rigging a purchase succeeded on the flood tide in hauling the craft up clear of the surf and out of harm's way. It transpired that she was the *Emily*, owned in Boston, and that she had been stolen thence two days previous and disguised by a coat of black paint, the two men giving her the fictitious name of *Enos Dodge* when questioned by the station crew. One of the owners arrived later in the day and made arrangements for getting her afloat, which was accomplished a few days later. He was very thankful for what the station crew had done, as but for their prompt action in hauling the vessel out she would doubtless have been knocked to pieces on the rocks the next flood tide. The two thieves were arrested upon arrival in Boston.

September 10.—The cat-rigged yacht *J. W. Hyzer*, of Anglesea, New Jersey, left home early in the morning and stood off shore for a day's bass fishing, with four men on board. About 5 o'clock in the afternoon the wind suddenly came out from the northeast in a squall. Under a close-reefed sail the yacht headed for Hereford Inlet, but, owing to the strong wind and heavy sea she was unable to fetch the bar. The crew of the Hereford Inlet Station, (Fourth District,) coast of New Jersey, observing her dangerous situation, and fearing that she might founder

in an attempt to cross the bar, signaled the men to run straight for the land. This they did, and the boat came high up on the beach, a mile southwest of the station, enabling the captain and his three passengers to jump ashore dry-footed. The surfmen then unbent the sail and removed the gear, etc., in view of a possibility of the craft breaking up during the night. The weather moderated somewhat, however, and the next morning (11th,) the life-saving men succeeded in floating the yacht without damage.

September 10, 11.—Towards the evening of the 9th there prevailed such a heavy blow from the eastward, with rain and stormy weather, that the crew of the Sand Beach Station, (Tenth District,) Lake Huron, manned the life-boat and placed the red light in position, as the harbor-master was unable to reach the south pier. Two schooners were anchored off shore, and their exposed situation was a source of much apprehension to the life-saving men. By direction of the district superintendent a horse was obtained, and one of the surfmen sent down the beach to ascertain how near the vessel to the southward was from the shore. On his return he reported that she was about two miles out and evidently dragging. A fire was kindled on the beach directly to leeward of her, and a vigil kept there during the night so that if she parted her cables and drove ashore the watch could ride with all haste to the station and rouse the crew. Similar precautions were taken in respect to the other craft lying about ten miles to the northeastward. Both schooners were nearly six miles from the patrol posts, and the weather was so thick that otherwise neither could have been seen in case of an accident in the night. At half-past 6 in the morning of the 10th a distress-signal was observed on the last-mentioned vessel, and the keeper at once engaged the tug *Castle* to go out to her relief. The surfmen launched the life-boat and started in tow of the steamer. Arriving alongside, they found her to be the schooner *J. Bently*, of Toronto, Ontario, bound from Big Inlet, in the same Province, to Tonawanda, New York, with a cargo of lumber and a crew of six men. She was water-logged, and had lost part of her deck-load. The station men ran a line to her from the tug and then went on board and hove up both anchors, there being seventy-five fathoms of chain out on one and sixty fathoms on the other. The schooner was towed safely into the harbor, and the captain was conveyed to the telegraph office, where he communicated with his owners. Most of the deck-load washed ashore and was strewn along the beach for a distance of six or seven miles. The life-saving force started out and carefully marked it, and, as the lumber was from a foreign port, the customs officers were duly notified and the deputy collector at Sand Beach was instructed to take charge of it. The following day (11th,) the surfmen pumped the vessel free of water, working until late at night. The captain greatly appreciated the assistance rendered him in his adversity, and resumed his voyage in tow of a steam-barge.

September 12.—While the patrolman of the Ocracoke Station, (Sixth District,) coast of North Carolina, was going south over his beat about 11 o'clock at night he discovered a schooner heading close in-shore. He flashed a Coston signal to apprise her of her danger, when she at once took heed of the warning, tacked, and shaped a safe course off the land.

September 12.—At half-past 5 o'clock in the afternoon the lookout of the Point Marblehead Station, (Ninth District,) Lake Erie, saw a small sloop capsize two miles and a half to the northward of the station. The life-saving crew at once put off to the rescue and reached the vessel in fifteen minutes' time. They found her on her beam ends, full of

water, and both occupants clinging to the hull. The imperiled men were taken into the surf-boat, the craft righted and bailed out, and her gear put in order. She proved to be the yacht *Tidal Wave*, of Kelley's Island, Ohio. After getting her in sailing trim she was placed in charge of her captain, while his companion was taken by the surfmen to the island above named, where he took passage on the regular steamer for Detroit, Michigan, whither he was bound. The station men were towed back to their quarters through the courtesy of the master of the steamer *Jay Cooke*. The yacht subsequently arrived safely in port.

September 13-20.—During this period the crew of the Chatham Station, (Second District,) Cape Cod, Massachusetts, rendered varied and important service to the crew of the Italian brig *Francesca*, of Palermo, from the vessel stranded on the morning of the 13th on Chatham bar, near the entrance of the harbor, about a mile and a half south of the station, until her release and departure for Boston on the morning of the 20th. The brig had a crew of twelve men, including a coast pilot, and was *en route* from New York to Bangor, Maine, in ballast. She struck on what is known as the South Breaker, half a mile out from the shore, shortly after 4 o'clock, and was almost immediately discovered by the patrol, the station crew reaching her half an hour later. As soon as they got on board it was learned that one of the sailors had been swept adrift in the brig's yawl. The men quickly shoved off to his assistance, overhauling him half a mile outside the surf. Being without oars, he was vainly endeavoring to get back by paddling with the rudder, the only article in the boat when it was lowered. The life-savers transferred him to the surf-boat and towed the yawl back. It seems that when the brig struck the captain, fearing she would go to pieces, as she was pounding heavily in the breakers, ordered the boat lowered, and in the confusion and excitement of the moment the men neglected to make the painter fast, so that when the falls were unhooked, there being nothing to hold the boat, it went immediately adrift. How it passed out over the bar seaward without swamping was truly marvelous, the state of the surf being such as to require skill in its passage even with the station-boat. As the brig had struck at high water, the ebb tide left her hard and fast. A party of wreckers from Chatham arrived soon after the station crew, and the captain employed them to get the vessel off; the station men agreeing also to lend all the aid in their power. Heavy anchors were accordingly laid out, and on the next tide she was moved seaward about two hundred feet. The life-saving crew remained on board that night, and at 2 the next morning (14th,) operations were resumed. The brig scarcely moved then, however, as the tide was not so full as the preceding one. On that day the captain was landed to communicate with his agent, one of the surfmen remaining on board to prevent panic among the sailors, who it was feared would want to abandon the vessel. Later the same day a second effort was made to float her. Toward evening, a stiff breeze springing up from the southward, all hands were landed, with their effects, and taken to the station for the night, the wreckers assisting. The following day (15th,) nothing could be done, although the station crew went off with the Italians and remained until nightfall, when all hands came ashore again. The morning of the 16th was spent in relieving the vessel of some of her top-hamper, and in the afternoon, upon the resumption of work by the wreckers, she was moved a short distance farther seaward. Nothing could be done again on the 17th, except to send down more of the spars, in which the station crew aided. On the 18th, the weather being favorable, all hands joined in throwing ballast overboard and in

laying out another anchor and cable, after which another unsuccessful effort was made to get the brig off. Operations were continued the next day, (19th,) and at dusk the Italians were landed, none but the wreckers remaining on board. The latter prosecuted the work with great vigor, and at 8 o'clock that night, at high water, succeeded in floating the brig off. She was anchored until the following morning, (20th,) when the Italians were conducted on board again, and the vessel proceeded to Boston, in charge of a tug, for necessary repairs.

To sum up their services during the seven days that the brig lay ashore: the station crew rescued the man who had gone adrift in the yawl; they gave valuable aid to the captain and crew in transporting them to and fro and sheltering them while ashore, and rendered effective aid to the salvors in all the operations until just before her release. That their labors were appreciated is shown by the following letter, received by the keeper after the brig's arrival in Boston:

“BRIG FRANCESCA, *Boston, Mass., September 25, 1885.*

“DEAR SIR: My vessel is now ready for departure to Bangor, and I take this opportunity to express my most profound gratitude for the great kindness and humane solicitude you showed to myself and members of my crew while under your protection at Chatham Beach in time of my misfortune. * * * My kindest regards to your wife and the members of your crew.

“I remain yours truly,

“O. R. ROMAN.

“Capt. N. E. GOULD,

“*Life-Saving Station, Chatham, Mass.*”

September 13.—The lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, at about 1 o'clock in the afternoon noticed a flat, with five small boys in it, in a dangerous position above the cross-dam of the falls. The life-saving crew at once manned their boat and went off and towed the flat and its occupants to a place of safety.

September 14.—The patrolman of the Little Beach Station, (Fourth District,) coast of New Jersey, seeing a vessel, shortly after dark, standing too near the shore for safety, hastily ignited his red Coston signal. This timely warning had the desired effect, as the craft at once changed her course and stood out of danger.

September 14.—At half past 4 o'clock in the afternoon the dead body of Patrick Finn, a man who had lost his life by probably having his boat either run down or swamped while out on the lake in the night, was discovered by the keeper of the Erie Station, (Ninth District,) Lake Erie, floating in the bay a half mile from the station. It was taken in the surf-boat, conveyed to the city, and delivered up to the coroner.

September 15.—At half past 3 in the morning the crew of the Watch Hill Station, (Third District,) coast of Rhode Island, responded to an alarm of fire given by the patrol, and by their promptness no doubt prevented a serious conflagration. They repaired to the scene of the fire, which was a drug-store and photograph gallery a few minutes' run from the station, with all the fire buckets available, and although unable to save that building succeeded in quenching the flames which had just broken out in the structure adjoining, and thus prevented their further spread.

September 16.—About 11 o'clock at night the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, saw a vessel heading directly for the southeast bar and nearly on the shoals, her red and

green lights being distinctly visible. He at once burned a red Coston light and she had barely time to change her course and clear the shoal.

September 16.—At about 5 o'clock in the evening, while three men were sailing on the Genesee River in the pleasure sloop *Emily*, of Rochester, New York, they were struck by a sudden flaw of wind and capsized. The keeper of the Charlotte Station, (Ninth District,) Lake Ontario, who was near by in the dingey belonging to the station, immediately went to their assistance and succeeded in picking up one of the party, the others having been rescued by boats which were, at the time, nearer the scene of the accident. Two of the life-saving crew, who saw the mishap, put off from the shore in a skiff and assisted the keeper to tow the sloop to the pier, where she was righted and her sails unbent. Afterwards she was taken up the stream into shallow water and bailed out.

September 16.—Shortly after 6 o'clock in the morning the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, observed a skiff containing two men in danger near the abutment of the Kentucky chute of the falls. The life-saving crew immediately launched their boat and started with all haste to the scene, but before they could get to the imperiled craft it was carried over the end of the abutment and swamped. The occupants succeeded in reaching the wing-dam, when one of them leaped into the river and tried to recover his coat, which he saw floating in the stream. The swimmer underestimated the strength of the current, and would undoubtedly have been drowned had not the station crew arrived just in time to rescue him from his hazardous situation. His companion was then taken from the dam, the skiff secured, and the men with their boat landed safely at the station.

September 17.—The schooner-yacht *Mascotte*, of New York, with three persons on board, while entering Barnegat Inlet, about 5 o'clock in the afternoon, stove a hole in her bottom by striking an old sunken wreck. She filled with water, but the captain succeeded in working her on the point of beach two miles south-southwest of the Forked River Station, (Fourth District,) coast of New Jersey. The life-saving crew went to the assistance of the vessel, and, with pumps and buckets, freed her of water. They then hauled her farther into the inlet where she would have a safer and easier berth. The surfmen staid by her during the night, and, after breakfast the next morning, (18th,) took her out on the shore and stopped up the leak, after which she was enabled to resume her cruise to Forked River.

September 17.—The patrol of the Tatham's Station, (Fourth District,) coast of New Jersey, at about half-past 4 o'clock in the morning, discovered a vessel ashore about one mile to the southward of the station. The fact was at once reported to the keeper. The life-saving men set out in the surf-boat to the scene of the accident, and, in little more than an hour's time, the captain and his crew of four men, with their personal effects, were brought on shore. They were taken to the station and subsequently sheltered there for a period of two days. The vessel was found to be the schooner *Shekinah*, of Millville, New Jersey, bound from New York to Morehead, North Carolina, with a cargo of guano. The coast lights had somehow been misunderstood, and she had struck hard and fast about four hundred yards from the beach. The surfmen, on the day following the disaster, helped to strip the craft of her rigging, sails, anchors, chains, etc., all of which were disposed of on the beach soon after at public sale. The vessel went to pieces and, with the cargo, became a total loss.

September 18.—As the south patrol, belonging to the Muskegon Station, (Eleventh District,) Lake Michigan, was nearing the farther limit of his beat during foggy weather, between the hours of 5 and 6 in the morning, he heard the repeated blasts of a steam-whistle, and, as the sounds kept growing more distinct, it was evident that the vessel was approaching the land. The surfman quickly manned a boat near by, and rowing a short distance off shore discovered a steam-barge dangerously near the beach, lost in the fog, and trying to find her way into Muskegon Harbor. He at once hailed the craft, when she stopped and reversed her engines, the lead showing that she had then only twenty-six feet of water. The surfman gave the captain directions how to steer, for which the latter expressed himself as under deep obligation, as the information would enable him to reach port in safety. The steamer was the *George Dunbar*, of Chicago, Illinois, in ballast.

September 19-24.—In the morning of the 18th the wind, which had been blowing fresh from the northeast, accompanied by rain, increased to a violent gale and continued in fury throughout the day. Near midnight the crew of the Aransas Station, (Eighth District,) coast of Texas, were called out to save the station-platform, which the high tide and in-rushing surf had commenced to wash adrift. The water flooded the entire yard and reached two feet up on the house. While the men were trying to shield the property from the ravage of the storm the keeper descried through the darkness, as a heavy squall passed by, a vessel's light moving rapidly towards the cove. It suddenly stopped about a half mile to the westward. The light was thought to belong to one of the fleet that had arrived in the pass the previous day, and the life-savers hastened down the beach and found that the schooner *Emma Thornton*, of Brashear, Louisiana, had dragged from her anchorage and driven high up on the shore. She was loaded with lumber and was bound from Calcasieu, Louisiana, to Corpus Christi, Texas, with a crew of three men. As she was in no danger of breaking up, and as nothing could be effected until the gale abated, the surfmen returned to their quarters. At daylight (19th,) the keeper offered to raft the cargo of the stranded craft and heave her off while the tide was high, but the captain did not wish to get the lumber wet and sandy, and decided to employ a lighter as soon as the wind went down. In the afternoon of the 20th the station force towed a barge to the schooner and then laid out an anchor ahead of her. During the next four days (21st, 22d, 23d, and 24th,) the life-saving crew worked steadily discharging the cargo into the barge and loading it on a lighter. They planted a second anchor, and, finally, in the forenoon of the last-named date, succeeded in getting her off the beach. Had assistance not been close at hand the approaching low tides would have made the vessel's dislodgment impossible until the following spring.

September 20.—At about 9 o'clock in the morning the crew of the Coney Island Station, (Third District,) coast of Long Island, New York, picked up a yawl belonging to Samuel Greenwood, jr., of Sheepshead Bay, which had dragged its mooring and was rapidly drifting out to sea before the stormy off-shore breeze. When overtaken the boat was a mile or two from the shore. Later in the day it was delivered to the owner.

September 20.—In the forenoon of this date the yacht *J. S. Perrine*, with four men on board, which was bound from Atlantic City to the fishing banks, encountered a fresh easterly wind when only a few miles off shore, and, not being able to reach home, sought shelter by standing in for Corson's Inlet, coast of New Jersey. A pilot boarded the craft

and took her to a safe anchorage inside. The crew were provided with dinner and water for their yacht at the Corson's Inlet Station, (Fourth District,) after which the keeper assisted to pilot them six miles through the bay to a thoroughfare, whence they continued their way to Atlantic City without aid, warmly thanking the life-saving men for their services.

September 20.—The schooner *Sallie Solomon*, of Baltimore, Maryland, with a crew of four men, bound from Norfolk, Virginia, to the Great Wicomico River, Maryland, in ballast, was totally wrecked on the Isaac Shoal, at the northerly side of the entrance to Chesapeake Bay, about five miles to the southward and westward of the Smith's Island Station, (Fifth District,) coast of Virginia. She was first seen by the station patrol shortly after 7 o'clock in the evening running along the beach as though making for a harbor, the wind being fresh from the northeast, with a heavy sea. The patrolman, fearing from the course she was steering that she would inevitably strike, attempted to warn her of her danger by igniting his Coston signal. No heed was paid to it, however, and in a few moments she fetched up at the lower or southerly end of the island, a couple of miles from the station. As soon as the man could give the alarm the boat was run down to the point with the utmost dispatch, but when the crew got there the vessel had beat over the shoals in that vicinity and driven ashore on the Isaac Shoal, nearly three miles below the island. The life-savers lost no time in getting off, and found, upon arrival alongside at half-past 9, that she had struck heavily and bilged, and was nearly full of water. Her crew were at once taken off and brought safely to the station with their effects. The weather continuing stormy the castaways were compelled to remain at the station until the 24th, when they were conveyed to the main-land for passage to their homes.

September 21.—On this date, at about noon, the lookout of the White Head Station, (First District,) coast of Maine, discovered a schooner ashore on the north side of Monroe Island, about eight miles northeast from the station. The life-saving crew immediately launched their surf-boat and started out to her assistance. In about two hours they arrived alongside and found her to be the *Manantico*, of Philadelphia, Pennsylvania, with a crew of four men, bound from Rockland, Maine, to Saint George, in the same State, where she was to load paving stones for New York. She had mistayed and struck hard and fast on the rocks and was lying in a bad position about thirty yards from the shore. While waiting for the flood tide the surfmen bent a hawser to a kedge and laid the latter well out and then hove the line taut. As the water rose it was found that the vessel was leaking around the center-board casing. The station men went into the hold with lanterns, soon found the leak, and calked it from the inside. When the tide had advanced sufficiently, at about midnight, the schooner was hove clear of the rocks, her sails were set, and she was worked into Owl's Head Bay and anchored. The life-saving crew helped to furl her canvas, and, after a hard and tedious pull of three hours against a strong wind and rough head sea, reached the station at 4 o'clock in the morning.

September 21.—The crew of the Cape Fear Station, (Sixth District,) coast of North Carolina, recovered from the surf, about a mile south of the station, a surf-boat, which they hauled up to a place of safety. Upon learning subsequently that the boat had broken adrift from a south-bound steamer, which had put into Smithville for a harbor, the owner was promptly notified.

September 21.—Early in the morning of this date the lookout at the Oswego Station, (Ninth District,) Lake Ontario, observed a small sloop-

yacht, in charge of one person, standing out into the lake before a light southerly breeze. When about three-quarters of a mile off shore it was noticed that the occupant of the boat was making endeavors to return to the harbor, but from awkward management the craft kept drifting farther from the land. The life-saving crew went to the man's assistance and found that he was entirely ignorant in regard to the methods of handling a sail-boat and was unable to make any progress in the desired direction. The sloop proved to be the *Plover*, of Oswego, New York. The station men took her in tow and rowed back into the harbor, a timely service that saved the man from being carried far out into the lake, where he would have been exposed to a situation of extreme peril.

September 21.—At 1 o'clock in the afternoon a vessel was sighted about five miles to the westward of the Oswego Station, (Ninth District,) Lake Ontario, with her colors flying at half-mast. As the weather was fine it was supposed at first that the flag was hoisted to signal a tug. The life-saving crew, however, pulled out alongside of her and found that she was leaking badly and the crew of two men nearly exhausted by constant work at the pumps since daylight. She was the schooner *Trader*, of Oswego, New York, and had been loading cedar posts at Stony Island for Fair Haven, when a shift of wind obliged her to stand off shore before she had finished taking in her cargo. Early in the morning of this date she sprang a leak and was discovered by the lookout of the station while trying to make port. The surfmen worked the craft into the harbor of Oswego, but as soon as they relinquished their labors at the pumps she filled and sank. Subsequently she was raised and repaired. It is very evident that the opportune assistance rendered by the station crew on this occasion saved the vessel from foundering in deep water off shore and becoming a total loss.

September 21.—At half-past 8 o'clock in the evening a boy came to the Ludington Station, (Eleventh District,) Lake Michigan, and reported that he had heard cries for help out on the lake. It was too dark to distinguish objects very far away, so a surfman was at once dispatched to the southward along the beach, with instructions to flash his Coston signal if he saw or heard any one in distress. A fresh southwest wind was blowing, with a high surf running, and, in order to expedite matters as much as possible, the surf-boat and crew started off in tow of a tug that happened to be near at hand. When about four miles south of the station the Coston light of the surfman who had preceded them down the shore was seen to burn, and the life-saving men immediately cast off from the tug, and pulled with all speed in the direction indicated. Within two hundred yards of the beach two men were espied clinging to the side of a capsized boat. They proved to be fishermen from Pentwater, Michigan, who had gone out in their sloop, the *Albertine*, and, while setting nets, some of the craft's running-gear becoming fouled, she had been blown over. They were taken in the surf-boat back to the station, provided with dry clothing, and sheltered over night. The rescue was effected in the nick of time, as the imperiled men were almost in the breakers. Two days later, (23d,) their sloop, which had washed bottom up on the beach, was recovered by the surfmen and towed into the harbor.

September 22.—During the night the south patrol of the Plum Island Station, (Second District,) coast of Massachusetts, sighted a small schooner standing in dangerously near the beach; he burned a Coston signal, from which she took warning, and tacked off shore.

September 22.—The north patrol of the Gurnet Station, (Second District,) coast of Massachusetts, shortly before 8 o'clock in the evening,

sighted a vessel dangerously near the beach. He promptly shouted to her to change her course, when she immediately tacked and stood off shore.

September 22.—The crew of the Brenton's Point Station, (Third District,) coast of Rhode Island, were summoned to the aid of a boy named Rigley, a member of a fishing party visiting the point, who had sustained serious injuries from falling upon the rocks. His wounds were dressed with appliances from the station medicine-chest.

September 22.—At about noon, during the prevalence of a fresh easterly gale, with rain, the three-masted schooner *Ada F. Whitney*, of Thomaston, Maine, was driven ashore on the coast of North Carolina, about two and a half miles south of the Poyner's Hill Station, (Sixth District). She had a crew of seven men, and was on her way from Boston, Massachusetts, to Brunswick, Georgia, in ballast. The crew of the station had watched her movements for some minutes before she struck, she appearing to be unmanageable from the loss of canvas. When, therefore, it became manifest that she would soon be ashore, they set out with the beach-apparatus, and in half an hour were on the scene, although great difficulty was encountered in getting there, the high tide of the morning having covered the beach and left it in a very soft and bad condition. By the time of their arrival she had driven in to within one hundred and twenty yards of the shore and swung broadside to, with the seas breaking over her deck and the spray flying half-mast high. She was also rolling very deeply. The first shot from the Lyle gun lodged the line in the mizzen-topmast shrouds, and, as soon as the gear could be rigged, the seven men were brought safely to shore one by one in the breeches-buoy. Their transit from the vessel was attended with considerable risk, as the schooner was gradually working nearer, and it was only by keeping the setting-up tackle manned that sufficient strain could be kept on the hawser to prevent the men from being washed out of the buoy. While the rescue was in progress the district superintendent, Mr. T. J. Poyner, and Messrs. John C. Gallop and Josephus Baum, residents of the vicinity, joined the party and lent valuable aid. The keeper of the Caffey's Inlet Station, to the south, also came up and rendered good service. The latter had been watching the vessel from his station, and started with the apparatus as soon as she struck, but finding travel so bad with the heavily loaded cart he had pushed forward alone on horseback, leaving his men to follow, and arrived in time to help get the people ashore. The captain and mate were taken in charge by Superintendent Poyner and conducted to his home, while the rest were given quarters at the station, where they remained five days. During the succeeding night the schooner worked closer in and bilged, and on the following day, when the station crew boarded her to recover the people's effects, she was full of water and in such condition as to preclude the possibility of saving her. The station crew a few days later assisted in saving the water-casks and part of the rigging, the anchors and chains and other heavy articles being recovered by the Baker Salvage Company, of Norfolk. The wreck was condemned and sold at auction.

September 22.—At about 4 o'clock in the afternoon, during the prevalence of a northwest gale, with heavy rain, the lookout of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, observed a small schooner in Pamlico Sound, about four miles from the station, scudding under bare poles directly for the beach. The surf-boat was immediately got out and hauled a mile through the woods to the landing-place on the west shore. This task was not an easy one, as the



thick growth of trees impeded the men in their movements and made the work slow and toilsome. About the time that the life-saving crew launched their boat the vessel, which could now be plainly seen with part of her sails blown away, let go both anchors, which brought her up a short distance from the shore. Her crew of two men landed safely on the beach and were taken by the surfmen to their homes. The schooner proved to be the *Oran*, of and for Hatteras, North Carolina, from Tar River, in the same State, with a cargo of wood. She rode out the gale without further harm and subsequently resumed her voyage.

September 22.—The keeper of the San Luis Station, (Eighth District,) coast of Texas, furnished the captain of a small sloop, who called at the station and said that he was out of provisions, with a warm dinner and supplies enough to last him two days.

September 22.—At about 11 o'clock in the morning the lookout of the Erie Station, (Ninth District,) Lake Erie, saw a man rowing a skiff, with another in tow, about a half mile from the land. The weather looked ominous at the time, and a heavy squall was coming up from the westward. It was evident that if the boats were not brought quickly to shelter they would drift out on the lake in the approaching storm and be capsized. Three of the life-saving crew at once put off in the dingy belonging to the station, and on reaching the skiffs were surprised to find that, besides the oarsman who was in the first one, the other contained an old mattress, on which lay a woman with a small infant, not more than two months old, in her arms. All were poorly clad. They were towed as soon as possible to the shore, but before they could be landed the rain commenced falling in torrents. Throwing a piece of canvas over the woman and child the man was about to wait for the storm to subside, but the keeper insisted on the strangers going immediately to the station, where they could keep dry. The story told by the man was, that he had been living in Wallaceburg, Ontario, and being out of work and money, he concluded to start with his wife and four-weeks-old baby for Cleveland, Ohio, where he had friends. So he loaded his family, with their scanty effects, into two skiffs and set out on their long journey. They crossed the lake and brought up near Dunkirk, and it was while skirting along the beach that they were picked up by the surfmen as described. The homeless, weary travelers were comfortably cared for at the station for two days, and then resumed their trip, being last seen by the beachmen going west along the north shore of the peninsula. During their stay at the station the keeper's wife kindly provided the mother with baby-clothes from those left by her own bright little child that died a year or so before.

September 22.—At about half-past 6 o'clock in the evening, during the prevalence of a strong northeast gale, with a high sea running, the lookout of the Cleveland Station, (Ninth District,) Lake Erie, reported that the sloop-yacht *Creon*, of Cleveland, Ohio, with no one on board, had parted her moorings while anchored behind the breakwater and was being driven towards the rocks near the Lake Shore Railroad, a half mile southwest of the station. As she was already in the heavy breakers and close to the shore, it was seen to be useless to launch a boat, for the craft could not possibly be saved. So the life-saving crew waited until she struck and then set to work and stripped her of her canvas, rigging, running-gear, spars, &c. All the articles recovered were taken to a place of safety. The vessel was soon dashed to pieces.

September 22.—While the crew of the Cleveland Station, (Ninth District,) Lake Erie, were at work, as previously described, the sloop-yacht *Commodore Gardner*, of Cleveland, Ohio, was seen to part her cables

and go ashore in the same manner as the *Creon*. The surfmen saved everything they could belonging to her and stored the same on shore near the station. The vessel pounded to pieces in a short time and became a total loss.

September 22.—During the prevalence of a heavy northwest storm and high sea, at about 3 o'clock in the afternoon, the scow *Oak Leaf*, of Toussaint, Ohio, bound from Oak Harbor to Marblehead, Ohio, with a cargo of wood and a crew of four men, was in danger of being blown from her wharf near the Point Marblehead Station, (Ninth District,) Lake Erie. The keeper visited the vessel several times and offered assistance, which was declined by the master until the increasing gale satisfied him that his craft was in great risk of being wrecked, when he earnestly besought the services of the life-saving crew. At the keeper's suggestion a telephone message was sent to Sandusky for a tug. The surfmen took a four-inch hawser from the station, which was used, when the steamer arrived, in towing the scow to a safe offing. Had it not been for the assistance rendered by the life-saving men in clearing the vessel from her dangerous position, she would, undoubtedly, have parted her mooring lines, been driven ashore, and lost.

September 22-25.—At 1 o'clock in the afternoon of the first-named date, during the prevalence of a strong northerly gale, the lookout of the Sand Beach Station, (Tenth District,) Lake Huron, observed a schooner standing for the harbor. A tug went alongside to take her in tow, but as the crew of the former did not secure the line properly to the bitts, it slipped and got adrift as the steamer started ahead, and the captain of the schooner was obliged to let go his anchors. These did not hold, on account of the high wind and heavy sea, and the vessel commenced to drag towards the shore, outside of the breakwater, about a mile and a quarter southeast of the station. The life-saving crew put off at once to the craft's assistance and found her to be the *Pensaukee*, coal-laden, of Troy, New York, bound from Charlotte, in that State, to Chicago, Illinois, with a crew of nine persons. By the advice of the keeper the captain scuttled the vessel, to keep her from pounding on the bottom. The surfmen went on board and helped to clear up decks, and as nothing else could be done at that time, they returned to their quarters at about 4. On the way back they placed the red beacon-light in position for the harbor-master, who found it impossible to reach the south pier in the storm. After supper the station men again went off to the schooner. The wind in the meantime had increased in violence and heavy breakers were sweeping over the stranded craft. As it was deemed unsafe to stay by her, the captain was advised to seek shelter ashore with his crew, and all hands were conveyed in the life-boat to the station, where they remained through the night. Soon after landing the master was directed by the keeper to a telegraph office, where he sent for a tug and transmitted messages to his owners. The next day, (23d,) the wind and sea having abated, the sailors were taken on board the vessel, and the captain engaged a lighter to use in discharging his cargo. On the 24th the life-saving force worked from daylight until dark assisting to transfer the coal to the lighter. The master was brought to the station and during this, as on the preceding night, a watch was kept on the wharf for a tug, which was hourly expected, with steam-pumps. Early in the morning of the 25th she arrived and the surfmen aided to set up the apparatus, and then resumed their labors lightering the schooner. Later in the day the keeper took four of his crew, went ashore in the tug, and sent off dispatches for the captain, obtained supplies for his vessel, and secured the services of twenty men to unload

the coal, who were carried on board in the surf-boat, as there was not enough water for the steamer to go alongside. The surfmen then ran a hawser to the tug, after which they manned the hand-pumps on the schooner and freed her of about two and a half feet of water that the steam-pumps could not reach. At this juncture the tug pulled the schooner ahead nearly two hundred feet, when the latter had to be still further lightened. At the next attempt to float her the line parted and the station crew ran the hawser a second time. The craft was finally moved inside, where lines were made fast to the breakwater, and by means of the windlass and capstan, she was hove into deeper water. The tug succeeded in getting her clear of the ground and towed her to the steamboat wharf. The keeper restored the lines that had been used on the breakwater to the captain of the schooner, and also procured for him additional supplies from a neighboring store. He was profoundly grateful to the life-saving crew for their valuable service, for under less favorable circumstances his vessel might have proved a complete loss.

September 22.—At 2 o'clock in the afternoon, during a strong wind and heavy sea, the lookout of the Grand Haven Station, (Eleventh District,) Lake Michigan, discovered a fish-net, that had been placed at the end of the north pier, breaking adrift. The life-saving crew immediately proceeded to the scene and hauled the net to a safe place, where the owner subsequently took possession of it.

September 22.—At 11 o'clock in the morning, during a heavy north-west wind and rough sea, as a schooner was standing in for the harbor at Saint Joseph, Michigan, she lost about two thousand feet of her deck-load of lumber, which washed ashore on the south beach. The crew of the Saint Joseph Station (Eleventh District) recovered most of it, and kept it under protection until called for by the owners. Later in the day the same crew discovered the Government pile-driver and dump-scow, which had broken from their moorings in the bay northeast of the station, rapidly drifting across the river. They ran a hawser to the crafts, and succeeded in checking them before any damage was done. The officer in charge of the public works in the harbor said that the prompt action of the surfmen undoubtedly saved the pile-driver from losing its leader and hammer, for had it been allowed to have gone much farther, it would have collided with a steam-barge lying on the opposite side of the stream, which would have resulted in injury to both vessels.

September 22.—At about half-past 4 o'clock in the afternoon, during a heavy northeast blow, the lookout of the Chicago Station, (Eleventh District,) Lake Michigan, saw a man washed off the north harbor pier by the high seas. The alarm was at once given and the life-saving crew quickly launched the surf and supply boats and set out to the rescue. The strong head wind, with which they had to contend, made progress slow, and the man soon sank out of sight. Meanwhile two sailors from a schooner lying near, having observed the accident, ran out on the pier with lines for the purpose of rendering assistance, when they, in turn, were swept into the lashing waters. The surfmen arrived on the scene just in time to save these two men, who were struggling desperately to keep themselves afloat, and who were pulled into the boats almost exhausted. The man whom the crew started for was drowned. Diligent search was made for the body the following day, but it was not recovered. On the 27th it was found by one of the surfmen, conveyed to the station, and turned over to the city authorities.

September 22.—A fortnight previous a lumber-laden scow, bound from Bay de Noquette, Michigan, to Chicago, Illinois, broke adrift from the

tug which had her in tow, and went ashore near the depot at the foot of Wisconsin street, Milwaukee. Early in the morning of this date, while the wind was to the westward and the water calm, a gang of men commenced operations to raise the craft. It was the intention to secure timbers across the latter's decks, sink pontoons under the projecting ends, pump the pontoons out, and thus lift the stranded vessel. While this work was in progress, at about 10 o'clock, the wind suddenly shifted to the northeast and increased to a gale, making up a high sea in short order. One of the pontoons was driven on the beach, while the other was kept afloat until the tug *Dexter* came and towed it into the harbor. Seven men, most of them employés of the Milwaukee Ship yard Company, had been left on the scow and, as their small boat had filled and been swept adrift, their situation became one of extreme peril. The surf broke furiously over the vessel, and there was several hundred feet of raging water between it and the shore. When the dangerous position of the men was realized a crowd of anxious people gathered on the railway platform, on the breakwater, and along the bluffs. At half-past 12 o'clock news of the trouble reached the Milwaukee Station, (Eleventh District,) Lake Michigan, three miles to the southward. The surf-boat was speedily launched and, in tow of the tug *J. B. Merrill*, the life-savers hastened to the scene. After getting as close as practicable to the scow they cast off from the steamer and by skillful management dropped down alongside the stranded craft. As opportunity offered, between the fiercely-rushing waves, one by one the party jumped into the boat. One man leaped short, but he was quickly pulled from the foaming waters and saved. All hands were thoroughly drenched to the skin. The surfmen now bent their united energies to the oars, and, cleaving the heavy breakers that beset them on all sides, safely reached the tug, where the men were placed aboard. The scow subsequently pounded to pieces and became a total wreck, though most of her cargo was recovered.

A local paper, referring to the above incident, said: "The rescue reflects great credit on the life-saving crew and afforded the spectators a practical illustration of the value of the Service."

September 23.—At about 3 o'clock in the afternoon the keeper of the Cranberry Isles Station, (First District,) coast of Maine, was informed that the small schooner *Relief*, of Ellsworth, Maine, had gone ashore near Sperlin's Cove, on Great Cranberry Island, about three miles to the westward of the station. She was at anchor and bound on a fishing trip, and while her crew of three men were away in search of bait her chain rendered around the windlass, and she was blown on the rocks, the wind being high from the northwest. The life-saving crew hauled their boat to the west end of Little Cranberry Island and launched it, pulling from that point to the scene of the accident. The schooner had bilged soon after she struck, and the surfmen set about removing the loose rocks lying near her, and carried out two cables, and made them fast to a tree, to keep the craft from driving farther up on the shore. As the wind was blowing a gale nothing more could be done to relieve the vessel, and after making her as secure as possible, the station men, at 8 o'clock in the evening, returned to their quarters. Early the following morning (24th,) they again went off to the schooner, swept for and recovered her anchor, and laid it out to windward. With the use of tackles she was heeled over, and at low tide the surfmen drove on the started planks, and calked and battened the seams and holes on the port side of the hull. She was hove clear of the rocks to where the flood tide would float her, but owing to new leaks which appeared, the

most persistent pumping and bailing would not keep the water out, and so she was hauled up on the shore and left in that position for the night, the life-saving crew reaching their station at about 10 o'clock. The next day (25th,) they fastened the schooner's false keel which had worked loose, battened several more seams, removed all her ballast, and succeeded in floating her at about 10 o'clock in the morning. They then took her to Hadlock's Wharf, Little Cranberry Island, and delivered her to the owner, who warmly thanked them for their services.

September 23.—At half-past 1 in the morning the south patrol of the Fourth Cliff Station, (Second District,) coast of Massachusetts, observed the lights of a vessel running close in shore. He instantly ignited a Coston signal, when she went about and stood out to sea, just in time to escape disaster.

September 23.—At about daylight the patrol of the Gurnet Point Station, (Second District,) coast of Massachusetts, reported the discovery of a schooner partially dismasted and with sails blown away, at anchor about four miles to the northward of the station. The life-saving crew hurried through breakfast and set out as quickly as possible to her assistance in their boat. When about half way they met the schooner's dory with her crew of two men and a woman in it, the latter the captain's wife, making for Plymouth Harbor. They had brought with them their effects and reported the schooner a complete wreck. She was the *Savoy*, of Tremont, Maine, with a cargo of mackerel from Provincetown for Boston; the captain stating that in the night, when off Minot's Ledge, she had been knocked down by a heavy squall which carried away the head of the foremast, split most of her sails and caused her to spring a leak, compelling them to run to leeward for a harbor. As the leak had increased, however, too rapidly for the two men to control it, they had anchored the vessel and taken to their boat and were pulling for the harbor. The keeper directed them where to land in a smooth place inside the point and advised them to take the woman to his house, where his wife would care for her, and then get a team for conveyance to the nearest telegraph office, nine miles distant, to telegraph to Boston for a tug. He and his crew then kept on to the vessel. It was a hard pull, as a heavy blow set in from the northward right in their teeth. They reached her at about half-past 8 and found matters just as the captain had reported, there being nearly three feet of water in the hold. The wreckage in the water alongside was hoisted on board and cleared up as speedily as possible, a second anchor was let go to hold her from dragging off shore before the gale, and then all hands manned the pumps. They got her comparatively free in two or three hours, but kept the pumps going until 3 in the afternoon when the tug *Storm King* arrived in response to the captain's telegram and took the schooner in tow for the Cow Yard, in Duxbury Bay, where the station crew anchored her. After that the two men were put back on the vessel, the captain's wife remaining at the keeper's house until the abatement of the gale on the following day. On that day (the 24th,) the tug took the schooner in tow for Boston. There can be no doubt that but for the prompt measures taken by the station crew this vessel would have been totally lost. When they boarded her she had only a short scope of chain out and she must ere long, with the freshening gale, have dragged off shore and sunk in deep water.

September 23.—At about half-past 4 in the morning, during the prevalence of a fresh northwesterly gale, the patrol of the Far Rockaway Station, (Third District,) coast of Long Island, New York, discovered a vessel

aground on the shoals at the westerly side of Hog Island Inlet, about two and three-quarter miles east of the station. She was the sloop-yacht *Sagitta*, of New York, with a crew of four men, and at the time of the accident was on her way from Coney Island Cove to Fire Island. The high wind had split her mainsail and the men were taking the sail in when she fetched up. As soon as the patrol could reach the station with the alarm all hands turned out with their boat, which they launched in the bay and pulled down inside to the inlet and thence to the vessel, which lay about a hundred yards from the beach. It was half-past 6 when they arrived. The four men were at once taken into the boat and conveyed to the station, where they were sheltered until the 25th, two days later, when the vessel was hauled afloat by a tug.

September 23.—At 2 o'clock in the morning the patrol of the Aransas Station, (Eighth District,) coast of Texas, warned a schooner that was standing too close in shore by flashing his Coston signal. The vessel at once went about and stood out to sea.

September 23.—At about half-past 2 o'clock in the morning, during a heavy northwest blow, the steamer *Monteagle*, with three schooners in tow, hove to off the entrance to the Genesee River and signaled for a tug. The gale was raging with unabated fury at the time and none of the harbor boats would venture out to her assistance. Seeing no prospect of obtaining aid, the captain of the vessel decided to try and get his consorts inside. As the tow approached the harbor the schooner *John R. Noyes* sagged to leeward and fell into the trough of the sea. It was seen that she would not clear the pier-head, so her tow line was cast off and the craft struck the outer end of the east breakwater, doubled round it, and drove towards the shore. Both anchors were let go, but they failed to hold her, and she dragged on the beach about one mile northeast of the Charlotte Station, (Ninth District,) Lake Ontario. The vessel hailed from Oswego, New York, and was bound from that port to Charlotte, in ballast, with seven persons on board. When the keeper heard of the accident he at once mustered his crew and pulled across the river in the surf-boat, where the men disembarked and hurried down the beach. They found the schooner stranded opposite a high and precipitous bluff where it was impossible to launch a boat. A fire was quickly lighted on the bank, and the surfmen hastened back to the station for the beach-apparatus. The mortar-cart was hauled to the railway station, put on a hand-car, and run on the track over the draw-bridge to a road that led directly to the shore. The gear was then removed from the car and taken to a position abreast of the vessel. The life-savers loaded and skillfully trained their gun, shot a line over the schooner, and in a short time established communication by means of the breeches-buoy. The latter was drawn back empty, since none of the sailors offered to come ashore, and one of the surfmen was sent off, who ascertained that the crew had decided to remain on board, as there was no immediate danger of the craft breaking up. The captain requested the keeper not to displace the apparatus, and said that he would hoist a signal in the rigging in case the vessel commenced to go to pieces. Shortly before noon the master was landed in the buoy and went to the telegraph office, where he dispatched a message to his owners for a wrecking-tug. During this and the succeeding day (24th,) the surfmen remained on the bluff ready for action. Towards evening of the 25th the wind and sea moderated and the weather cleared. There being no further cause for apprehension, the life-saving force returned with the apparatus to the station. The following morning the tug *Charley Ferris* arrived with steam-pumps and freed the schooner of water. Later

in the day she was pulled afloat, a sail hauled under her forefoot to check the leaks, and towed to Oswego, New York, for repairs.

September 24.—During the night the patrol of the Watchpreague Station, (Fifth District,) coast of Virginia, seeing a vessel standing into danger, warned her off by burning a Coston signal.

September 25.—Shortly after 7 o'clock in the evening the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, while returning over his beat to the station, warned off by Coston signal a steamer which was heading directly for the shore. She responded to the signal by immediately sheering off.

September 25.—A vessel was seen by the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, shortly before midnight, standing dangerously near to the shoals. He at once burned a Coston signal, when she changed her course off shore.

September 26.—The north patrol of the Creed's Hill Station, (Sixth District,) coast of North Carolina, while on duty from 9 o'clock until midnight saw a vessel heading too far inshore for safety and at once ignited his Coston light. The red signal caused her to quickly tack and stand off clear.

September 27.—At 11 o'clock at night the patrolman of the North Manitou Island Station, (Eleventh District,) Lake Michigan, descried a vessel standing in to danger. He flashed his Coston signal, when she at once sheered off shore.

September 28.—Shortly before 1 o'clock in the afternoon, while a colored man was fishing from the wing-dam of the Indiana chute of the Ohio River Falls, he was seized with an epileptic fit and fell over into the swift current. He disappeared from sight and was drowned where the water was not more than four feet deep before any of the bystanders could make efforts to save him. The crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, being attracted by the crowd of people that gathered on the dam, immediately pulled across to the scene, and on learning what had happened made their boat fast, jumped into the stream and searched for the body which they soon recovered. It was hauled out on the dam and the coroner duly notified.

September 29.—At half-past 10 at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel he had discovered almost ashore. She immediately changed her course.

September 30.—At about 10 o'clock at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel which was dangerously close to Carter's Bar. She immediately changed her course and went clear.

September 30.—The crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, assisted the owner of the small schooner *Excellent*, of Hatteras, in launching his vessel, which had been hauled out on the bank (Pamlico Sound) for repairs.

September 30.—Shortly before 8 o'clock in the evening the lookout of the Buffalo Station, (Ninth District,) Lake Erie, reported a vessel ashore at the head of Niagara River, two miles northwest of the station. The keeper, by the aid of his glass, made out the craft to be a small steamer hard aground on Horse Shoe Reef. While the surf-boat was being manned the harbor-tug *Anna P. Dorr* arrived with the information that the stranded vessel was the *George S. Donaldson*, of and from Buffalo, with three men and a passenger aboard, on her way to Tonawanda, New York, and that while trying to make the outer channel, the weather be-

ing thick and smoky, she had missed her reckoning and struck on the reef. The tug procured a large hawser and then towed the surf-boat to the scene of the mishap. The station crew sounded around the steamer to ascertain the depth of water, so that the harbor-boat could approach near enough to enable them to run the line. This task was finally accomplished and the vessel pulled afloat, without damage, at about half-past 9, in condition to resume her trip. The captain was very thankful to the life-saving crew for their energetic work.

September 30.—At 10 o'clock at night, the atmosphere being smoky, the patrol of the Muskallonge Lake Station, (Tenth District,) Lake Superior, discovered a large steamer heading directly for the shore, and so close in that he could hear the voices of the people on board. He quickly burned a red Coston signal to warn her of her danger, when she at once altered her course and stood off. In a few moments more she would have been on the beach.

October 1.—At about 9 o'clock in the morning the keeper of the Plum Island Station, (Second District,) coast of Massachusetts, sighted two sloop-yachts from the south about to cross the bar at the entrance of Newburyport harbor. As there was a heavy sea breaking on the bar he considered it dangerous for them to attempt to cross it and hoisted the International Code signal K. P., ("Bar impassable,") when the two vessels at once changed their course and stood for Cape Ann.

October 1.—At about 11 o'clock in the night the east patrol of the Coskata Station, (Second District,) Nantucket Island, Massachusetts, sighted the lights of a vessel running directly for the shore. He flashed a Coston signal, but seeing that she held her course and was making directly for the rips, he burned two more lights to warn her of her danger, when she finally hauled up to the southward, without lessening her danger in the least. The south patrol, also observing the movements of the vessel, quickly displayed a signal, whereupon she dropped anchor. At 5 o'clock the following morning, (October 2d,) the keeper with one of his crew boarded the vessel in a dory. She proved to be the schooner *J. K. Manning*, of Philadelphia. The captain stated that during the previous night he had lost his reckoning, and seeing so many lights flashing concluded to come to anchor, and that the patrolmen had doubtless saved his vessel from disaster. He required no assistance. The keeper informed him of his exact position, and shortly thereafter the schooner weighed anchor and proceeded on her course.

October 1.—At about 8 o'clock in the evening the patrol of the Pope's Island Station, (Fifth District,) Virginia, saw a schooner standing in-shore on such a course that she must soon run aground. He burned a Coston signal, and the schooner immediately tacked and stood out to sea.

October 1.—At 10 o'clock in the morning the sloop *Imperial*, of Sand Beach, Michigan, bound to Cheboygan, in the same State, in ballast, with a crew of two men, came alongside the wharf of the Hammond's Bay Station, (Tenth District,) Lake Huron, to have her windlass, which got out of order the previous night, repaired. The vessel not having timber or suitable tools for such work the keeper and one of the surfmen went on board and assisted, during the entire day, in putting the gear in good condition. When the job was finished, at about 10 o'clock at night, the sloop was enabled to resume her voyage. The captain was very thankful for the aid given him.

October 2.—Shortly before 10 o'clock at night two men were cast ashore in a small schooner-rigged boat, about one mile east of the Two Heart River Station, (Tenth District,) Lake Superior. A fresh north-

west wind was blowing, and a high sea running at the time, and the weather was cold and rainy. The patrol found the men shivering in the wet, almost chilled through, holding on to their craft, and conducted them to the station. The station crew were roused and at once went to the scene of the accident and succeeded, with tackles, in hauling the vessel safely out on the beach. The men were furnished with dry clothing, given warm food, and comfortably cared for until the following day, when they started for their home in Grand Marais, Michigan, very grateful for the kind treatment they received at the hands of the surfmen. The boat was left in charge of the keeper, and when the storm abated it was launched and moored in the river.

October 2.—At half-past 7 o'clock in the evening, during the prevalence of a light fog, a steamer was discovered by the lookout of the Grand Haven Station, (Eleventh District,) Lake Michigan, heading directly for the beach, just north of the entrance to the harbor. The life-saving crew were summoned and hastened to the end of the pier. Efforts were made to hail the vessel and turn her from her course, but to no purpose. It was afterwards ascertained that the wheelsman had quitted his post and heedlessly gone below, leaving no one in charge on deck. The craft stranded in three feet of water. She was the steam canal-boat *Doctor Hanley*, of Muskegon, Michigan, bound from Black Lake to Saugatuck, in that State, with no cargo, and carrying a crew of four men. The captain sent off a line to the surfmen, and by their aid, and the backing of the engines at the right time, the vessel was floated. This proved a fortunate result, for had she remained fast until sunrise she would doubtless have gone to pieces, as a northwest wind commenced to blow in the night and made up a heavy and dangerous surf. The master was very thankful to the station force for their efficient help.

October 2.—In the afternoon of this date a fisherman found a corpse floating in the water about a mile to the southward of the Two Rivers Station, (Eleventh District,) Lake Michigan. He signaled to the surfmen, who immediately went out and conveyed the body to the station. The next day, in response to a telegram sent to Milwaukee by the keeper, a man arrived and identified the remains as his brother, Julius Mathaison, captain of the schooner *Milton*, of Milwaukee, Wisconsin, a vessel that was wrecked in the lake, and which drifted ashore five miles northeast of the station on September 8th. Subsequently, on October 8th and 10th, two more dead bodies were recovered, one of which was supposed to be that of the mate of the vessel alluded to, and the other was identified as that of Edward Mathaison, a member of the crew. Both were buried in the cemetery by the station men under direction of the proper authorities. All hands belonging to the ill-fated schooner were lost before she drove on the beach. Some of her torn canvas and a small yawl were the only things found by the life-saving crew worth removing.

October 2.—Shortly after dark, during the prevalence of thick, foggy weather, the keeper of the Two Rivers Station, (Eleventh District,) hearing a tug sounding her whistle about a mile outside, went out on the pier with a lantern, (there being no light at this point,) by which means he guided the vessel safely into the harbor. She proved to be the *W. C. Tillson*, of Sturgeon Bay, Wisconsin, with a schooner in tow.

October 3.—Early in the morning of this date, during a heavy northeasterly squall, lightning struck an unoccupied cottage at Sea Side Park, New Jersey. The patrol of the Island Beach Station, (Fourth District,) discovered fire, and, accompanied by the patrol of the adjacent station

(Tom's River), speedily proceeded to the dwelling, but could not effect an entrance. They, however, aroused the neighbors, after which the flames were extinguished with but little damage to the building.

October 3.—Shortly before noon the lookout of the Cleveland Station, (Ninth District,) Lake Erie, observed the small sloop-yacht *Lady Ida* leave the harbor for a pleasure sail, with three boys and two ladies on board. As it was thought that those in charge were not experienced hands in the management of a sail-boat a sharp watch was kept on the party from the station. In a half-hour's time a brisk breeze sprang up from the southwest, and the sloop, being awkwardly handled began to ship water and came near capsizing. The surfmen immediately manned the dingey and started to her assistance, but before they could reach the craft she was driven against the Government breakwater and her occupants, who by this time were badly frightened, attempted to scramble up on the pier. The station men called out to them not to abandon the yacht, and, going alongside, took charge of her, reefed the canvas, and sailed her safely back into the harbor.

October 3.—Early in the morning the sloop *Imperial*, of Sand Beach, Michigan, bound from Cheboygan to Spensville, in that State, sought shelter in the harbor near the Hammond's Bay Station, (Tenth District,) Lake Huron, during a heavy northwest gale and rain-storm. She was in ballast, with two men on board. The vessel came to off the end of the pier, but her anchor would not hold, and she commenced to drag towards the beach. The life-saving crew were at once summoned, and speedily ran lines and hauled her to a safe berth. This work was accomplished just in the nick of time, as in a few minutes she would have been ashore. The captain heartily thanked the station men for their prompt and opportune assistance.

October 3.—The surfman of the Cape Disappointment Station, (Twelfth District,) Washington Territory, on duty between midnight and 4 o'clock in the morning, during the prevalence of thick weather, warned off a vessel that was standing too close to the land by flashing his Coston signal.

October 4.—Shortly after midnight, during the prevalence of a thick fog, the west patrol of the Cross Island Station, (First District,) coast of Maine, saw the flash of a rocket through the misty darkness, and surmising that it was a signal from a vessel in distress he burned a Coston light, to apprise those on board that assistance was near at hand. He then hastened to the station and gave the alarm. The keeper at once assembled his crew and put off in the life-boat, in a rough sea, in search of the vessel. They soon arrived alongside, and found her to be the British bark *Arda*, of Dublin, Ireland, bound from Bowling, Scotland, to Saint John, New Brunswick, in ballast, with a crew of nine persons. She had come to about half a mile from the station, dangerously near the rocks at the southeast end of Cross Island, and was riding by her starboard anchor, having just lost her port one. The captain was very anxious to get his vessel clear of her perilous situation, but the life-saving crew, after repeated efforts, were unable to help him out of his difficulty without the aid of a tug. They, therefore, rowed a distance of twelve miles to procure one, and piloted her to the distressed craft. The tug soon had the latter in a sheltered harbor, and at 11 o'clock in the morning, as the fog lifted, the surfmen assisted in getting the bark under way and to where she could safely resume her voyage.

October 4.—Shortly before 6 o'clock in the evening, during the prevalence of a fresh southerly wind and heavy sea, one of the surfmen of the White Head Station, (First District,) coast of Maine, discerned through

the thick fog the upper spars and tops of the sails of a schooner. She was running among Brown's Ledges and heading directly for the shore. He hastened down to the water's edge and hailed the craft, when she quickly came to, and anchored almost in the breakers about one hundred yards from the shore and two hundred yards to the westward of the station. The surf-boat was launched, and in six minutes the life-saving crew were alongside. She proved to be the *Union*, of Ellsworth, Maine, bound to Tremont, in the same State, from Boston, Massachusetts, with a general cargo, and a crew of five men. The high wind and sea caused her anchor to break ground, and she commenced to drag, stern foremost, towards the rocks. The surfmen at once buoyed her chain and slipped it, hoisted the jib, and eased off the main sheet, when she swung round just clear of the ledges. They then worked her into Beach Cove, where she was anchored. After running out a kedge and furling the sails the life-saving crew left her and returned to the station, where they arrived at 9 o'clock. Two hours later a light was observed displayed in the schooner's fore-rigging, which was understood as a signal for assistance. The station men immediately went off to her again. The reflux of the tide and the wind, which in the meantime had shifted to the westward and was blowing a gale, had swung the schooner round in dangerous proximity to the rocks, where she would be liable to strike at low water. The surfmen therefore carried out and planted her kedge anchor well to windward and hove her into deeper water. At sunrise on the 6th, the weather being favorable, they again boarded the vessel, weighed her anchors, and kedged her out through the ledges; they also recovered her buoyed chain and anchor and put them on board, and helped to make sail. The keeper piloted the schooner into the channel, where she stood away on her course. The vessel, doubtless, would have been badly damaged and perhaps lost had it not been for the prompt and efficient assistance rendered by the station crew. The captain highly appreciated their services, and was profuse in his thanks for the efforts made in saving his vessel.

October 4.—In the afternoon, during a heavy northwest squall, the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, were called out to assist two vessels which were in risk of being blown ashore. The first was the sloop-yacht *Modesty*, of New York, with four gentlemen and a lady on board, bound on a pleasure trip. When discovered she was dragging her anchors and in imminent danger of being driven on the stone breakwater near the Government wharf, about three-quarters of a mile west of the station. The life-saving crew launched their boat and went to her assistance, and, after heaving up one anchor and slipping the other, got her under way and worked her into a place of safety. This performance was no easy task, and had it not been for the most adroit and careful management, both the yacht and their own boat would have been carried on the stone pile and dashed to pieces. As it was the sloop's yawl was stove into fragments. The next day (5th,) the surfmen recovered the anchor and chain that had been slipped in the emergency. The following letter, referring to the foregoing occurrence, was received by the General Superintendent:

"OFFICE OF GEORGE W. LAIRD & Co.,
"NEW YORK, October 7, 1885.

"DEAR SIR: I beg to acknowledge, with many thanks, the service of the captain and crew of the Sandy Hook Life-Saving Station rendered me on Sunday, October 4, 1885, as without their timely aid the sloop-

yacht *Modesty* would certainly have been lost in the storm that prevailed. I must say that a more persevering, active, and willing set of men I never met.

"I beg to remain, yours respectfully,

"JOHN C. CRACKNELL, *Master,*
"Jersey City Yacht Club."

"Hon. S. I. KIMBALL,
General Superintendent Life-Saving Service, Washington, D. C."

After securely mooring the *Modesty*, the station men pulled to the aid of the small cat-boat *Village Pride*, of New York, that was in great peril of foundering in the heavy seas at her anchorage. There was only one man on the craft and he was unable to handle her. The life-saving crew succeeded, with much difficulty, in moving her to a sheltered berth. The occupant of the boat was very grateful for this timely service.

October 4.—At about 4 o'clock in the morning, during a strong westerly breeze, while the tug *Proctor* was making Oswego harbor for shelter, with five coal-laden barges, the end of the tow swung against the east breakwater, and the *Hattie L. Johnson* and *Tuscarora* broke adrift and drove on the beach about an eighth of a mile east of the Oswego Station, (Ninth District,) Lake Ontario. Both vessels hailed from Ogdensburg, New York, and were bound for Canadian ports on the Saint Lawrence River. The life-saving men speedily pulled off to the scene and found that seven of the crew belonging to the *Tuscarora* had taken to their own boat, but the heavy surf rolling in along the beach made it unsafe for them to land. After considerable difficulty they were transferred to the surf-boat and taken to the station. The surfmen then returned to the east breakwater and took off one of the same crew who had previously jumped from the barge to take a line, and was left there. In the meantime the people of the *Hattie L. Johnson*, numbering six all told, managed to reach the shore unaided, after a venturesome trip in their yawl, and were also conducted to the station. During the day the life-saving force succeeded in boarding the stranded vessels and obtained the personal effects of the castaways. The latter were sheltered over night at the station and comfortably cared for. Both barges were totally wrecked and only a small portion of their cargoes was recovered. The subjunctive letter was given to the keeper:

"OSWEGO LIFE-SAVING STATION, October 4, 1885.

"We desire to express thanks, in behalf of ourselves and crews, to the keeper and crew of this station for their promptness in rescuing us, and for their unvarying kindness to us after we reached the station. Their promptness and efficiency are worthy of all commendation and deserve favorable recognition by the Department.

"JOHN F. MURPHY,
"Master of Barge *Hattie L. Johnson.*

"E. BRUNETTE,
"Master of Barge *Tuscarora.*"

October 4.—On this date, at about half-past 8 o'clock in the morning, while four men in the fishing-boat *White Fawn* were engaged gathering fish from their nets, they were suddenly overturned by a flaw of wind, about a mile and a half northeast of the Fairport Station, (Ninth District), Lake Eric. The lookout witnessed the occurrence and immediately gave the alarm. The life-savers forthwith put off to the scene, while a hurried gathering of interested spectators on the shore of the

lake watched their progress with anxious hearts. The wind was blowing fresh from the westward and quite a sea was running. In twelve minutes the surf-boat, yielding to the vigorous strokes of the sturdy oarsmen, reached the capsized craft, and the imperiled fishermen, who had coolly clung to their vessel, were placed out of danger. They were safely landed and received the congratulations of the people on the shore. Later in the day a steam-tug recovered the fishing-boat and towed it into the harbor.

A local paper, remarking on this event, took occasion to say: "The life-boat crew are entitled to much praise for the promptness with which they entered upon the discharge of their duty, and the skillful manner in which they performed it."

October 4.—Shortly before 8 o'clock in the morning a schooner was sighted about six miles west of the Grand Haven Station, (Eleventh District), Lake Michigan, standing toward the harbor with a signal hoisted for a tug. There was a high sea running with a fresh north-westerly breeze, and, as the vessel labored heavily and was erratic in her movements—first hauling on the wind and then going off before it—she was carefully watched by the lookout. Not many minutes elapsed before her ensign was half-masted and her distressed condition made manifest. The alarm was given and almost immediately the life-saving crew were proceeding to the scene in the surf-boat. In the meantime a messenger had been dispatched for a steam-tug, with directions to follow and lend whatever assistance was possible. The surfmen had pulled out about four miles when, to their horror, the tottering craft lurched heavily and went over. She partly righted, but a furious on-rushing wave struck her down the second time, where she remained on her beam-ends swept by the foaming seas. With redoubled energy the men urged their boat on to the rescue. At about fifteen minutes to 11 they succeeded, after much hard pulling, in reaching the vessel, and found the imperilled crew of six men clinging to her weather side. As opportunity offered they were taken off, one by one, in a benumbed and perishing condition, the captain being the last to leave the wreck. The tug *Arctic* had by this time arrived, but the heavy weather precluded any attempts being made to save the vessel. The castaways were taken as quickly as possible to the station, provided with dry clothing, and otherwise comfortably cared for. The schooner was the *Annie Tomine*, of Chicago, Illinois, from Muskegon, Michigan, bound for Michigan City, Indiana, with a cargo of lumber. The captain recounted that he had left port early in the morning, and a few hours afterwards discovered that his vessel was leaking badly. He tried to make a harbor, but she continued to rapidly fill, notwithstanding the efforts of the crew to keep her free with the pumps, and in the short space of fifteen minutes was completely water-logged. Rolling heavily she became unmanageable, and getting into the dangerous trough of the sea, the force of the waves capsized her. He also stated that when rescued he was so numbed with cold and exposure that he had lost the use of his lower limbs, and he felt certain that none of his men could have held on an hour longer. In the afternoon the life-saving crew went out in tow of the tug, with the hope of being able to bring the abandoned craft into port. She had drifted about six miles to the southward and was found to be fast going to pieces. The sea was so high that the lines which were run to her parted, and the attempt had to be relinquished. The next morning (5th,) the surfmen made efforts to save something from the schooner which had finally stranded on the beach seven miles south of the harbor, but she had broken up and was a total wreck. A

portion of her cargo was subsequently recovered. The shipwrecked crew were sheltered at the station for twenty-four hours, when they departed for their homes. The subjoined communication appeared in the Grand Haven Venture under date of October 14th :

“EDITOR GRAND HAVEN VENTURE :

“Kindly permit me space in your valuable paper to insert the following :

“*Commander and Crew Life-Saving Station, Grand Haven, Michigan :*

“To you we owe a debt of gratitude which mere thanks are incompetent to repay. Your timely arrival at the wreck of the schooner *Annie Tomine*, on the morning of the disaster, was the means of saving the lives of all on board, as the seas were breaking over us and the chill, cutting winds were fast wasting our almost exhausted strength ; but a short time longer and all would have been lost. The rapidity with which you performed your duty was proof positive to us that commander and men were well fitted to fill the responsible positions you occupy. Your pull of five miles against a northwest sea and fresh breeze inside of sixty minutes was something that required the nerve and muscle of just such men as you have proven yourselves to be. Your kindness in furnishing us with dry clothing and kindly caring for our many wants while at the station will ever be kept in grateful remembrance by myself and crew. The life-saving service has proven its great value on the chain of lakes in the past years, as many a shipwrecked mariner will testify who has been saved from a watery grave by the assistance of commanders and crews at the different stations. Again permit us to tender our heartfelt thanks for the rescue from death, for duties well performed, also for the many kindnesses received from you while at your station ; and should the future ever offer a chance we stand ready to befriend you in any way we can, and with a willing heart and ready hand. A kind God bless you, shipmates, and may your future be a prosperous one.

“In friendship,

“JOHN DISBROW,

“*Late Captain of Schooner Annie Tomine.*

“MUSKEGON, MICH., October 11, 1885.”

October 5.—On the previous evening, during a thick fog, the barkentine *Vidette*, of Millbridge, Maine, bound to Bangor, in the same State, from Boston, Massachusetts, in ballast, and having a crew of nine persons, anchored in a dangerous position near Seavey's Ledges, about two miles west of the White Head Station, (First District,) coast of Maine. She was discovered as the fog lifted, shortly before 9 o'clock in the morning of this date, with a distress signal flying in the rigging. A strong gale was blowing at the time from the west-southwest and a heavy sea running. The life-saving crew promptly put off to the relief of the vessel. A dangerous shoal, over which the sea was breaking, lay in their course and threatened to swamp the boat, but the life-savers pluckily bent to their oars, undeterred by the lashing waters, and crossed in safety. After a hard pull of nearly two hours against the wind and current, they reached the vessel and boarded her. They found that she was riding heavily at her anchors with sixty fathoms of chain out and only about a ship's length to windward of the breakers. Her crew could do nothing without assistance, and the station men immediately set to work to help them out of their perilous situation. They manned the windlass, and, after six hours of continuous exertion, succeeded in heaving up the

anchors. Sail was then made, and by skillful management the vessel was worked out clear of the ledges into Muscle Ridge Channel, where she squared away for her destination. The barkentine was undoubtedly saved from being driven on the rocks by the timely arrival of the life-saving crew.

October 5.—Immediately after leaving the barkentine *Vidette*, the surfmen of the White Head Station, (First District,) coast of Maine, were called upon to perform a similar service for the schooner *Eldora*, of Deer Isle, Maine, that had dragged from her anchorage in Muscle Ridge Channel, and was lying in a dangerous position among the clam ledges, about two miles and a half east-northeast of the station. She was bound home from Boston, Massachusetts, in ballast, and had on board five persons, including one passenger. The station crew arrived alongside of her a few minutes before 5 o'clock in the afternoon. The wind had now somewhat abated, but was still blowing fresh from the westward. The life-saving men immediately turned to and helped the sailors to heave up the anchors; the vessel was then got under way and worked clear of the ledges and beat well out into the channel, where she was enabled to resume her voyage in safety. The surfmen returned to the station at 11 o'clock at night after a day of hard and praiseworthy work.

October 5.—At 2 o'clock in the morning a vessel was seen heading toward Carter's bar by the midnight patrol of the Cobb's Island Station, (Fifth District,) Virginia. He at once ignited a red Coston signal, from which the vessel took warning and changed her course.

October 5.—At 1 o'clock in the afternoon, during a fresh northerly gale with stormy weather, the lookout of the Crisp's Station, (Tenth District,) Lake Superior, reported a small vessel adrift on the lake, about four miles to the northward, with a distress signal flying. The life-saving crew pulled off to the craft, which proved to be a derelict schooner-rigged boat, forty feet long, with all the sails gone. It was towed to the station by the surfmen and the circumstance of its recovery duly advertised. Subsequently it was claimed by the agent of the Hudson Bay Company at Sault Ste. Marie. It was ascertained that the boat's canvas had been blown away in a gale of wind two days previous on the opposite side of the lake, near Michipicoten River, Ontario, and that the crew of two men had been taken off by a fishing lugger. Thus abandoned it had drifted across the lake. On October 31st the keeper went with the craft as far as White Fish Point, where two men were engaged to deliver it to the owners. Word of its safe arrival was received soon after from the agent at Sault Ste. Marie, with expressions of thanks to the life saving crew.

October 5.—At about 5 o'clock in the morning of this date the crew of the Ludington Station, (Eleventh District,) Lake Michigan, were towed out by the tug *Sport* to a burning vessel, which was discovered by the lookout about twelve miles northwest of the station. She proved to be the steam-propeller *Robert G. Ingersoll*, of Chicago, Illinois, bound home with a cargo of lumber from Manistee, Michigan. On reaching her it was found that her cabin was totally destroyed and the deck-load in flames. The crew of seven men had been previously taken off by a passing steam-barge. An attempt was made to tow the craft into shallow water and the surfmen made a line fast to her anchor, which was hanging from the bow. As soon as the tug brought a strain on the line, however, all the cable ran out of the hawse-pipe, and, as there was nothing else on the vessel to secure to, she was reluctantly abandoned. With some difficulty the anchor was hoisted clear of the ground and both it

and the chain were towed near the station, where they were let go. The life-saving crew subsequently landed them on the pier. The steamer, with the cargo, was entirely consumed. The origin of the fire could not be ascertained. The men of the Grand Point au Sable Station also endeavored to render assistance on this occasion, but on the way out, meeting the steamer *Geo. C. Markham*, with the crew of the burning vessel on board, and learning that matters could in nowise be helped, they returned to their quarters.

October 6.—Shortly after dark the patrol of the San Luis Station, (Eighth District,) coast of Texas, observing a schooner standing inshore and almost on the beach, burned a Coston signal, when those on board replied by waving a lantern, and the vessel quickly changed course and stood out of danger.

October 6.—The north patrol of the Brazos Station, (Eighth District,) coast of Texas, having the watch from 8 o'clock to midnight, observing a steamer standing in towards the bar burned his Coston light to warn her of danger. Soon after seeing the signal she came safely to an anchor off the shoals and waited for daylight before entering the harbor.

October 7.—The schooner *Lizzie J. Clark*, of Camden, Maine, bound from Rockport, in the same State, to Boston, Massachusetts, with a cargo of lime, and with a crew of two men, while trying to make a harbor, at about 4 o'clock in the afternoon, struck on Dansbury's Reef, three-quarters of a mile east-northeast of the Fletcher's Neck Station, (First District,) coast of Maine. The mishap was due to the crew's ignorance of the locality. The vessel was seen, when she fetched up, by the life-saving crew, and they started at once to her relief. They found her hard and fast on the bottom and leaking. The surfmen carried out and planted her anchor, and, after heaving a taut strain on the cable, sail was made and the craft successfully worked off the reef and anchored near the mouth of Biddeford Pool, where it was the intention to ground her and stop the leaks. On further consideration, however, the captain deemed it advisable to obtain a tug and have his vessel towed to Portland for repairs. Part of the life-saving crew remained by her during the night and assisted at the pumps. The next morning (8th,) the station men again went off to the schooner, and she was taken in tow. On the way out of the harbor the vessel delayed long enough for the surfmen to recover the anchor and chain that had been slipped the previous day and place them on board. The captain was very thankful for the services of the life-saving crew.

October 7.—The steam-tug *George R. Paige*, of Fairport, Ohio, took fire at about 2 o'clock in the morning while lying at her wharf, a quarter of a mile to the southward of the Fairport Station, (Ninth District,) Lake Erie. The night patrol first discovered the flames and gave the alarm. The life-saving crew quickly launched their boat and, taking with them the station force-pump and hose, hurried to the vessel, which was in great danger of burning to the water's edge. Her crew of three men were ashore when the fire broke out, but they arrived shortly after the surfmen. The latter worked effectively in extinguishing the flames, and through them the tug was saved from total loss. A portion of her cabin and pilot house was destroyed, all of which was fully covered by insurance. Her engines received but slight damage.

October 7.—At about 3 o'clock in the afternoon the keeper of the Ship-Canal Station, (Tenth District), Lake Superior, noticed tugs at work on a stranded steamer in Portage Lake, about a hundred yards from the canal. The life-saving crew launched the surf-boat and pulled to the vessel, which proved to be the propeller *Nyack*, of Buffalo, New York,

bound thence to Duluth, Minnesota, with a general cargo and a crew of thirty-six persons. She had run aground in the night and lighters were alongside discharging her. The surfmen set to work handling the freight and, soon afterwards, she was pulled afloat and steamed into the canal. There the station men assisted to transfer a load of pig-iron back on board from one of the lighters, and at 6 in the evening returned to their quarters their services being no longer required.

October 7.—The schooner *Jennie Mullen*, of Chicago, Illinois, in ballast, bound thence to Muskegon, Michigan, when about to enter the harbor at the latter place, in a fresh southwest breeze and heavy sea, carried away her main-boom and drove on the beach two hundred yards north of the pier. The accident was observed, at half-past 2 o'clock in the afternoon, from the Muskegon Station, (Eleventh District,) a short distance to the eastward. The surf-boat was hurriedly hauled over the point of intervening land to a spot abreast of the stranded vessel and launched. A line was at once carried from the stern of the craft to the pier-head, set taut and made fast, after which the crew, numbering seven men, together with their personal effects, were safely landed through the surf. It was thought that the schooner, in her dangerous position, would soon pound to pieces. By an unforeseen and fortunate circumstance she was, however, saved. The prevailing wind, blowing with increased fury from across the lake, with great suddenness raised the water more than a foot along the shore, and the strain brought on the line attached to the pier sprang the craft afloat. The station men quickly manned their boat and set the captain and part of his crew on board, who succeeded in keeping the vessel clear until a tug was obtained, when she was towed safely into the harbor, to the great surprise of every one. The timely presence of the life-saving force, and their prompt and efficient action, evidently averted a disaster. During the work of putting the crew back on board the stem of the surf-boat was split from end to end, as the schooner at that time offered no lee in going alongside, being held stern to the wind and sea by the operation of the line.

October 7.—Shortly after dark the lookout at the Grand Haven Station, (Eleventh District,) Lake Michigan, reported a schooner in the offing, burning signals for a pilot. Not receiving a response she tried to make the harbor, but after three unsuccessful attempts, the wind blowing half a gale from the southeast, came to an anchor right between the pier-heads. Her position in the middle of the narrow channel was one of much danger, as she was liable to be run down by passing vessels or to drag on the beach in case of a shift of wind to the westward. The thick and threatening weather heightened the apprehension for her safety. The keeper summoned the crew, and, putting a small lawser in the surf-boat, proceeded alongside. A line was made fast on board and carried to the south pier. The life-saving men then landed and hauled the craft abreast of the station to a secure berth. The captain was very thankful for this opportune service. The schooner was the *Sandy Morrison*, of Milwaukee, Wisconsin, bound from Chicago, Illinois, to Grand Haven, Michigan, in ballast, with a crew of two men.

October 8.—Shortly before 2 o'clock in the afternoon the small fishing-schooner *Plow Boy*, of Hammond's Bay, Michigan, was noticed from the Hammond's Bay Station, (Tenth District,) Lake Huron, working up along the coast under close-reefed sails. She was making bad weather of it, on the starboard tack, against a strong northwest wind. The sole occupant of the boat made three successive attempts to put her about and stand off shore, but each time she came up into the wind and

misstayed. At the fourth trial a heavy sea struck her amidships and she capsized about a half mile to the eastward. The life-savers immediately launched the surf-boat and put off with all speed to the scene of the accident. Two of the crew being absent for supplies they found it difficult, short-handed, to cross the reefs abreast of the station, but, after a hard pull, finally reached the overturned craft, which was tossing about in the breakers with the imperiled man clinging to her side. With some trouble he was taken into the surf-boat and safely landed. The surfmen then returned to the station, obtained lines and tackle and the life-saving dress. When they went back the vessel was pounding heavily in the surf with her foremast gone. She was hauled on the beach and bailed out. By the prompt action of the station men the man was unquestionably rescued from drowning and his boat saved from being dashed to pieces.

October 8.—At about 8 o'clock in the morning, during the prevalence of a strong northwest gale, a scow containing two men was seen to strand on the beach, a quarter of a mile north of the Manistee Station, (Eleventh District,) Lake Michigan. The life-saving crew proceeded to the scene in the surf-boat and endeavored to tow the craft inside, but the attempt proved futile, owing to the high sea, and they were obliged to temporarily abandon her. Returning to the station the surfmen obtained a number of long lines, and, after two hours of hard work, during which they became thoroughly drenched, finally succeeded in hauling her into the harbor, where she was safely turned over to the owner.

October 11.—At half-past 9 in the morning the schooner *Anna E. Kranz*, of and from Boston, Massachusetts, bound to Baltimore, Maryland, in ballast and having a crew of nine men, stranded on the westerly part of Handkerchief Shoal, five and a half miles southwest from the Monomoy Station, (Second District,) coast of Massachusetts. She was quickly sighted by the station crew, who started at once to her assistance in a sail-boat with a dory in tow, the men arriving on board about an hour after she struck. The captain followed the advice of the life-saving men as to the best method of forcing his vessel afloat, and at half-past 12 she went clear. The station crew gave all the assistance in their power, and remained on board until she was well on her course again. The captain was very thankful for their aid.

October 11.—Shortly before 2 o'clock in the morning Patrolman Niesly, of the Buffalo Station, (Ninth District,) Lake Erie, being hailed from the opposite side of the river, manned the dingey, rowed over, and ferried across a deck-hand belonging to the steamer *David Ballentine*, which was lying alongside the coal-wharf east of the station. The surfman noticed that the man was under the influence of liquor, and therefore determined to watch him until he reached his vessel. The sailor had proceeded nearly to the end of the Government pier, when he made a misstep and fell into the river. The patrolman, who was ready with his boat, quickly shoved off and succeeded, after some difficulty, in rescuing the imperiled man and landing him on the pier. He was then conducted, without further trouble, to the steamer and put safely on board.

October 12.—At 4 o'clock in the morning the patrol of the Spring Lake Station, (Fourth District,) coast of New Jersey, observed a vessel running too near the beach for safety. He speedily ignited his Coston signal and warned her off.

October 12.—The crew of the Gull Shoal Station, (Sixth District,) coast of North Carolina, recovered several hundred white-pine slats

from the surf. They were turned over to the State Commissioner of Wrecks, by whom they were sold at public auction.

October 12.—At 1 o'clock in the afternoon, during the prevalence of an easterly gale with stormy weather, the lookout of the Ocracoke Station, (Sixth District,) coast of North Carolina, observed a distress signal on a schooner at anchor inside the bar at Hatteras Inlet, about two and a half miles east-northeast of the station. The life saving crew abandoned the attempt to reach her in the surf-boat on account of the heavy head-wind and sea, and manned the apparatus-cart and started with all haste up the beach. This task proved to be an exceedingly difficult and toilsome one, as the men had to haul their gear, at times knee-deep, through the incoming surf. The vessel could be seen dragging her anchors and pounding on the shoals; in this extremity her chains were slipped and she went ashore on the south side of the bar, and bilged, about seventy-five yards from the beach. The station crew, on reaching the scene of the disaster, waded out to their hips in the breakers to within twenty-five yards of the wreck, and threw a small line on board by means of the heaving-stick, after which the whip was bent on, and the crew of the schooner hauled it off and made it fast. The hawser was then sent out and communication established by means of the breeches-buoy. All hands, consisting of seven men, were safely landed in the buoy, and conducted to the station, where they were comfortably cared for. The schooner was the *Thomas Sinnickson*, of and for Philadelphia, Pennsylvania, from Wilmington, North Carolina, laden with railroad iron, shingles, and tar. She soon went to pieces and became a total loss. The day following the disaster the surfmen saved the clothing and personal effects of the castaways, and, after being sheltered at the station for three days, the keeper obtained passage for them on a schooner bound to a northern port. They were very grateful to the life-saving men for their rescue and the kind attentions shown them.

October 12.—During thick and misty weather, at about 6 o'clock in the evening, the British schooner *H. P. Murry*, of Oakville, Ontario, bound from Lemington to Kingston, in the same Province, mistook the west for the east pier, in attempting to enter Fairport Harbor, and stranded about a third of a mile north of the Fairport Station, (Ninth District,) Lake Erie. The life-saving crew witnessed the accident and immediately proceeded to the relief of the distressed vessel. They ran lines to the pier and succeeded, after considerable effort, in heaving the schooner afloat. They then helped to make sail and worked her safely into the harbor. By this timely assistance the wrecking of the craft was fortunately averted, as the wind freshened to a gale from the northeast, making up a heavy sea, which would soon have dashed her to pieces. The captain was very thankful for his escape from what otherwise might have proved a very serious disaster. The vessel was loaded with wheat and had six men on board.

October 13.—At half-past 5 in the morning the south patrol of the Plum Island Station, (Second District,) coast of Massachusetts, sighted a vessel about three and a half miles to the south, which he supposed was aground. Upon satisfying himself that she was in distress he hastened to the station to give the alarm. With the aid of the glass it was observed that she was high on the beach and would be in no immediate danger until after the flood tide made. The keeper, therefore, deeming it unnecessary to take the boat or the beach-apparatus, started on foot with his crew to the scene of the disaster, arriving on board at about 8 o'clock, after a tiresome journey of five miles. She proved to be the *Virginia*, of Barnstable, Massachusetts, bound from

Boston to Rockport, in the same State, in ballast and with a crew of six men. As was anticipated she was almost high and dry, with only about a foot of water under her bow. The sea was smooth alongside, but there was a heavy surf breaking three hundred yards outside of her. As there were strong indications of an approaching gale, and later it would probably be impossible to land in safety, the keeper advised all hands to pack up their personal effects and go ashore, which they did, the station crew aiding them in landing the baggage. The keeper then procured a team and had the effects conveyed to a dwelling about a mile distant to protect them from the rain, which had set in. The sea by this time had begun to make with the increasing gale and at high tide the vessel was full of water, with the sea breaking over her deck. The well-drenched and nearly famished life-savers, seeing that nothing more could be done, started for the station with two of the schooner's crew, (the others being cared for in the vicinity of the wreck,) arriving there about half-past 4, having walked the entire distance and been absent from the station ten hours.

October 13.—The crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, picked up out of the water two men belonging to the fishing schooner *Henrietta Frances*, of Portland, Maine, besides saving two others from the same vessel from drifting out to sea in a seine-boat. The accident occurred about half a mile southeast of the station. It appears the smack, which carried a crew of sixteen men, was running for shelter in the Cow Yard, in Duxbury Bay, from an easterly storm, when her two seine-boats, towing astern and each with two men on board, swamped in the heavy sea and broke adrift, one of them turning completely over. As the smack kept on for some distance before rounding to and lowering another boat to pick them up, the life-saving crew, who were on the alert, at once put off and rescued the two men in the water, one being picked up while vainly battling with the strong ebb tide in an effort to swim ashore, and the other being taken from the boat, to which he had clung when it overset. They then pulled to the other seine-boat, which was in almost as bad a plight as the first, and towed it in to smooth water, where it was turned over to the party from the smack, who had come to their comrades' relief. The two men taken from the water being chilled through from exposure were taken to the station and given restoratives and dry clothing, and in a few hours were able to rejoin their vessel. The capsized boat was recovered later by the smack's own crew. There is no doubt that the first man picked up would have lost his life but for the life-saving crew's promptness.

October 13.—At 10 o'clock at night, just after the subsidence of an easterly gale, the crew of the Narragausett Pier Station, (Third District,) coast of Rhode Island, were called upon to assist in more securely mooring a schooner lying at the north pier, which was in danger of breaking adrift and being damaged by the heavy sea. They were engaged in the work until near midnight and left the vessel safe and snug.

October 13.—The patrol of the Blue Point Station, (Third District,) coast of Long Island, New York, warned off, by Coston signal, during the night, a steamer which was heading directly for the beach and almost ashore. In a few moments she would have struck.

October 13.—At about 9 o'clock at night, the weather being thick and stormy, the east patrol of the Lone Hill Station, (Third District,) coast of Long Island, New York, discovered a large steamship running dangerously close along the shore. He quickly burned a Coston signal,

when the vessel taking warning by it at once changed her course and soon went out of sight offshore.

October 13.—At 10 o'clock in the morning, during a severe easterly storm, with a high tide and a heavy sea, the small sloop *Rattlesnake*, of Baldwin's, Long Island, which had been lying in the bay about a quarter of a mile north of the Point Lookout Station, (Third District,) coast of Long Island, New York, dragged her anchor and was driven ashore on the marsh. She had a crew of three men, and was loaded with meadow hay. The station crew went promptly to her assistance, and running out an anchor soon succeeded in floating her off without damage. As the three men were wet and cold they were conducted to the station, furnished with dry clothing from the wardrobes of the surfmen, and made comfortable until the abatement of the storm later in the day, when they returned on board and set sail for home.

October 13.—At 10 o'clock in the day, during an easterly gale with rainy weather, the crew of the Coney Island Station, (Third District,) coast of Long Island, New York, turned out to the assistance of the sloop-yacht *Christiana*, of Sheepshead Bay, which had parted from her moorings in the bay a quarter of a mile northwest of the station, and drifted afoul of a bulkhead, where she was in danger of being knocked to pieces by the heavy sea. There was no one on board when she broke adrift, but the station men reached her in time to prevent very serious damage. They succeeded, after two hours of arduous work, and at great risk, in getting her to a place of safety.

October 13.—The crew of the Coney Island Station, (Third District,) besides saving the sloop-yacht *Christiana* from wreck, were instrumental in saving three small boats which were also in danger of destruction at the bulkhead in Sheepshead Bay. Two of the boats belonged to the owner of the yacht, the other being in charge of the keeper of the Nereid Club House, at Mauhattan Beach.

October 13.—The crew of the Point Marblehead Station, (Ninth District,) Lake Erie, were employed during the night in keeping the scow *J. U. Porter*, of Lorain, Ohio, (the same vessel assisted on August 2d,) from being blown adrift from the wharf to which she was moored, during the prevalence of a heavy easterly gale of wind. The four-inch hawser belonging to the station was used to secure her, and the services rendered undoubtedly saved the craft from breaking away and being beached by the storm.

October 13.—At about half past 7 o'clock in the morning, while two of the surfmen of the Sand Beach Station, (Tenth District,) Lake Huron, were returning from their patrol they were attracted by a signal of distress on a barge lying out at the breakwater. They immediately reported the circumstance to the keeper, who caused the surf-boat to be manned. The life-saving crew, on arriving alongside, found the vessel to be the *George Kelly*, of Saint Clair, Michigan. She had sprung a leak early in the day while running down the lake, during a northeast gale, in tow of the steamer *Missouri*. She had loaded with lumber at Oscoda, Michigan, was bound to Toledo, Ohio, and had a crew of five men. The latter were completely worn out by their efforts at the pumps, and the craft had been obliged to put into Sand Beach Harbor for shelter. There were twenty-two inches of water in the hold when the surfmen turned to and relieved the sailors. The former worked until nearly midnight, when a part of the force went ashore to obtain something to eat. They soon returned to the vessel and resumed their labors, succeeding at about 1 o'clock in the morning (the 14th,) in freeing her of water. While the station men were engaged at this task the barge's

crew partook of much needed rest and were not roused until half-past 4, when they were able to take care of the craft without assistance.

October 13.—In the afternoon, while the crew of the Middle Island Station, (Tenth District,) Lake Huron, were practicing in the life-boat, during a moderate easterly gale, they passed near the schooner *William Young*, of Port Huron, Michigan, at anchor a short distance southwest of the station, and were hailed by those on board. The surfmen rowed up under the lee quarter of the vessel and were told by the captain that he had shipped nine men at Alpena the previous day to help load the schooner with cedar at Monaghan's Landing, and, as he could not reach the wharf on account of the weather, the men had become dissatisfied and wanted to be put ashore. He had no boat which he could trust to lower in the high seas, and the station men went alongside and, after considerable trouble, succeeded in taking off the men and landing them on the main shore, two miles away. On the trip back the master of the same schooner asked the keeper to take his wife and boy, who were seasick, to the station. The request was complied with and they were both cared for over night and the following day by the keeper's wife. They were afterwards taken to the schooner very much refreshed, and pleased at the kind treatment they received. The life-saving crew, during the work alluded to above, pulled a distance of at least ten miles in the heavy sea and high wind.

October 14.—A gunning party, consisting of three men, arrived from Jonesport on the previous day and anchored their small sloop-yacht off the Crumple Island Station, (First District), coast of Maine. The supply-boat belonging to the station was, at the time, moored near by. Early in the morning of the 14th the wind commenced to blow a gale from the east-southeast, accompanied with rain. A high sea made up and the yacht was in imminent danger of being driven on the rocks. Three of the life-saving men went off to the craft, carrying out an extra anchor, which was let go from the station-boat. Two lines were then run from the latter to the sloop and made fast. The wind and sea increased during the day and between 3 and 4 o'clock in the afternoon the yacht parted her hawser and also one of the lines that was holding her, causing the supply-boat to almost break from her moorings. The keeper, with one of his crew, quickly boarded the boats, but finding that they could not well be kept from going ashore, he put two of the yachtsmen on their own craft, slipped his hawser, got under way with the sloop in tow, (it not being deemed prudent to make sail on her,) and stood for Jonesport, six miles distant, where he safely arrived with his charge three hours later, taking her to a secure berth in Sawyer's Cove. The fact that the yacht was not lost is due entirely to the prompt and energetic work of the life-saving men. Her anchor was recovered the next day.

October 14.—A vessel was discovered by the midnight patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, standing towards Carter's Bar, and in danger of stranding. He at once warned her of her danger by igniting his Coston signal, when she changed her course and escaped disaster.

October 14.—Near noon the lookout of the Oswego Station, (Ninth District,) Lake Ontario, observed a small sloop-yacht capsized on the lake about a half mile to the eastward. In twenty minutes the life-savers were alongside. Two men were found clinging to the overturned craft, who were immediately taken into the surf-boat. Their situation was critical in the extreme, as a southwest breeze which prevailed at the time was blowing them offshore. The timely arrival of the surf-

men evidently saved them from being lost. The crew righted the sloop and towed it into the harbor. The men related that they were bound on a hunting trip and were suddenly upset by a flaw of wind.

October 14.—Three gentlemen wishing to visit White Fish Point employed a boatman and embarked in a sailing skiff near the Muskalonge Station, (Tenth District,) Lake Superior. A fresh northwest wind was blowing, and the sea was running so high that the district superintendent, who was at the station, tried to dissuade the party from attempting the trip. They, however, persisted in going, and the life-saving crew, wading in the surf up to their waists, launched the craft for them. They proceeded but a short distance when a heavy sea struck the boat, filled it with water, and dashed it back broadside on the beach. The station men bailed it out, and when the occupants were again ready launched it as before. The party succeeded in getting to the outer bar, when their rudder broke, the craft became unmanageable, and they set a signal for assistance. The surfmen put off and rescued the imperiled men, and brought the sail-boat safely ashore and hauled it out.

October 15.—The crew of the Watch Hill Station, (Third District,) coast of Rhode Island, afforded aid to the captain of the schooner *Anthony Burton*, of Philadelphia, Pennsylvania, which had collided with another vessel the night previous in Long Island Sound, while on her way from Warren, Rhode Island, to New York, in ballast, and been compelled to run back and anchor near Watch Hill for the purpose of telegraphing for a tug to tow her to port for repairs. As soon as the tug arrived they also helped get the schooner underway, remaining on board until she was safely into Fisher's Island Sound *en route* to New London.

October 15.—The keeper and one of the surfmen of the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, assisted in floating a small schooner, the *Weathercock*, of Norfolk, Virginia, which had grounded on a shell bank in Currituck Sound, about two and a half miles west of the station, while on her way from Van Slyck's Landing to Oregon Inlet with a load of lumber and other building materials. The station men aided in removing part of the lumber to lighten her and then succeeded in getting her afloat, after which the cargo was restowed and she proceeded on her way down the sound, apparently undamaged.

October 17.—The schooner *Northern Light*, of Bath, Maine, at about 10 o'clock in the morning, while working out of Kennebec River, in a light wind and strong ebb tide, struck on a rocky islet, at the mouth of the river, known as the North Sugar Loaf, about a third of a mile northeast of the Hunniwell's Beach Station, (First District,) coast of Maine. She had a crew of two men and was bound from Phippsburg Centre to Portland, Maine, with a cargo of cord-wood. The lookout at the station observed the accident and the life-saving crew at once put off in the surf-boat to the vessel's relief. They found her in a bad position on the rocks and in danger of heeling over and losing her deck-load. The captain attempted to run out an anchor, but, owing to the strong set of the current, was unable to do so. The surfmen performed this task for him by planting the anchor well up the river and running the hawser back to the schooner with the tide. The line was set taut, the vessel shored, pried off, and floated, after which the station men piloted her to a safe anchorage. The entire work was accomplished in a little over three hours' time, and the captain was very grateful for the assistance rendered, for, otherwise, the mishap might have resulted disastrously.

October 17.—A vessel was noticed after dark by the patrol of the Assateague Station, (Fifth District,) coast of Virginia, running too near

Fox Shoal, Chincoteague Inlet. He at once warned her of her danger by a Coston signal and she changed her course.

October 18.—Shortly after 2 o'clock in the morning the patrol of the New Shoreham Station, (Third District,) Block Island, observed a vessel dangerously near the easterly shore of the island, about two miles north of the station. Being unable to determine whether she was aground or at anchor, he burned a red Coston light as a warning and then hastened to the station and summoned the crew. By the time the latter could reach the spot in their boat the vessel had gone. She had doubtless heeded the patrolman's signal and put off shore.

October 18-22.—During these five days a sick man who came from the Lumber camp to the Two Heart River Station, (Tenth District,) Lake Superior, was sheltered and kindly cared for. He was given medicines and food, and on the last named date left on the steamer *St. Maries* for his home in Canada.

October 19.—In the afternoon of this date the life-saving crew of the Middle Island Station, (Tenth District,) Lake Huron, went off to the schooner *Annie Sherwood*, of Erie, Pennsylvania, that parted her line while in tow of a steamer during an easterly gale and thick weather, and directed her to a good anchorage under the lee of the island.

October 19.—The crew of the Kenosha Station, (Eleventh District,) Lake Michigan, at 4 o'clock in the morning of this date, went to the assistance of the schooner *T. Y. Avery*, of Chicago, Illinois, which, while entering the harbor, struck the light-house trestle on the pier-head, and carried away her jib-boom. She was from Charlevoix, Michigan, with a crew of seven men and a cargo of cord-wood and tan-bark. At the time of the accident the wind was blowing strong from the northeast and a high sea was running. The life-saving force quickly boarded her and helped to clear up the gear. After two and a half hours of energetic work the vessel was finally got to her berth up the river.

October 19.—The schooner *Tom Paine*, of Cheboygan, Michigan, in ballast, while attempting to make the harbor at Two Rivers, Wisconsin, during the prevalence of a strong northeast wind, with rainy and stormy weather, ran against the south pier, at about 3 o'clock in the afternoon, and was in great danger of being dashed to pieces, as quite a heavy sea was running in the channel. Her crew of three men were unable to manage her, and had it not been for the prompt arrival of surfmen from the Two Rivers Station, (Eleventh District,) Lake Michigan, they would doubtless have lost her. The life-savers, who witnessed the mishap, crossed the harbor in their boat and hurried out on the piers, where they ran lines and succeeded in hauling the imperiled craft to a snug berth inside. The captain and crew warmly thanked the station force for their timely assistance in saving the vessel. She suffered some damage and was obliged to remain in port a short time for repairs, after which she proceeded to Manitou Island, Michigan, whither she was bound from Milwaukee, Wisconsin.

October 20.—At about 9 in the morning the crew of the Plum Island Station, (Second District,) coast of Massachusetts, saw a vessel ground while endeavoring to cross the bar at the entrance of Newburyport Harbor, about a mile and a half distant from the station. With all possible dispatch they launched the surf-boat and started to her assistance, arriving on board at half-past 9. She proved to be the schooner *Everett Webster*, of Philadelphia, Pennsylvania, from Elizabethport, New Jersey, bound to Newburyport, with a cargo of coal, having a crew of seven men, and the captain's wife and daughter also on board. The vessel being hard and fast aground, but in no immediate danger, her pilot was

conveyed by the station crew in their surf-boat to Newburyport for the purpose of telegraphing to Boston for the assistance of a powerful tug. Upon returning they landed the two lady passengers, after which they again boarded the schooner and made preparations for hauling her off on the next high water. When the tug *Leader* arrived from Boston at about half-past 4 the life-saving crew promptly ran a hawser from the schooner to the tug and also to the tug *Farnsworth*, of Newburyport, which had also come to the assistance of the stranded schooner, and later in the day, as the tide rose, the two steamers succeeded, by hard pulling for an hour and a half, in hauling her off the bar into deep water. She was then towed to Newburyport, the station crew accompanying her and assisting in bringing her to anchor off the city. The schooner sustained no apparent damage.

October 20.—The morning patrol of the New Shoreham Station, (Third District,) Block Island, picked up and returned to its mooring in the basin opposite the station a fishing-boat belonging to William M. Rose, of New Shoreham, which had broken adrift and was being swept out to sea. It was taken care of until the owner arrived.

October 20.—The crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, assisted in launching the schooner *Topaz*, of Hatteras, North Carolina, which had been hauled ashore to be painted and repaired.

October 20.—During a heavy southwest storm the can buoy which marks the reef, three-quarters of a mile east-southeast of the Middle Island Station, (Tenth District,) Lake Huron, broke from its moorings and in the morning of this date was seen adrift in the lake. The surfmen at once manned the life-boat and, after a hard pull of three miles in the heavy sea, the buoy was picked up, towed to the shore, and secured near the station. The gale was so violent that the life-saving crew had to anchor their boat several times on the return trip in order to rest themselves. On November 7th the buoy was turned over in good condition to the light house steamer *Dahlia*.

October 20.—In the evening of the 19th the schooner *S. P. Wilson*, of Chicago, Illinois, left Grand Haven, Michigan, bound home with a cargo of pine slabs, and a crew of six men all told. Near midnight the wind veered and freshened, and soon afterwards blew a gale from the west-southwest, making up a heavy head sea. The vessel had proceeded about thirty miles on her course when the increasing violence of the storm decided the captain to put back into port. At 8 o'clock in the morning of the 20th, some fifteen miles from the harbor entrance, the schooner sprang a leak. She at once began to fill and, in spite of the efforts of the crew at the pumps, became completely water-logged. The canvas had been gradually taken in, and when the accident occurred the craft was running under bare poles. Laboring heavily she became unmanageable, and the tremendous seas that broke over her from all sides threatened every minute to capsize her. The crew, by tying themselves to the masts with long lines, to save themselves from being washed away, succeeded in throwing a part of the deck-load overboard, but the situation still grew more alarming and signals of distress were hoisted. The lookout at the Grand Haven Station, (Eleventh District,) Lake Michigan, observed the vessel acting strangely as she approached from the distance, and when the colors were half-masted the life-saving crew at once launched the surf-boat, but the heavy weather made it impossible to get out between the piers, and so another boat, kept on the south side of the harbor, had to be used instead. It was with difficulty got off the beach and worked through the surf, which was tumbling in with

terrific force. Three times the boat was nearly swamped, but two of the crew, constantly hailing with buckets, kept it afloat, and while the oarsmen were exhausting themselves in a vain attempt to make headway, the keeper had to quickly elect between alternatives—whether to take the chances and give battle to the surging breakers with all hands at the oars, or be driven back on the beach. He chose the former, and by a bold dash, with every muscle strained to its utmost tension, the boat was sent through the foam-lashed waters and reached the less dangerous sea beyond. In its perilous passage it half filled and had to be bailed out ere the life-savers could press forward again. The propeller *Wisconsin*, in the meantime, had made several attempts to get a line to the distressed vessel, but failed, and, as the latter drifted near the shore, the steamer was obliged to abandon her. The waves were sweeping the decks of the schooner and the crew had taken to the rigging. Shortly past noon she struck on the outer bar, a short distance south of the piers. The station men managed to beach their boat to leeward of the stranded craft and then jumped out into the surf up to their armpits, and dragged it, amid the floating slabs, as close as possible to the wreck, from which point it was pulled under the lee of the starboard fore rigging, where the sailors had taken refuge. The imperiled men were speedily taken off, safely landed, and conducted to the station, where their wants were cared for and they were sheltered over night. The surfmen were nearly all more or less bruised after their gallant work, and it was said by old seamen, who witnessed the events described, that they had never seen greater courage displayed or a boat handled in better shape.

The subjoined extract is taken from a statement subsequently made by the captain of the lost schooner:

"The vessel was in danger of going to pieces every minute. The waves were dashing over her sides and the entire crew were lashed in the rigging, with no means of escape, our yawl-boat having been lost some time before. It would have been suicidal for any one to have made an attempt to swim or get to shore. The life-saving crew with great difficulty reached us and succeeded in rescuing myself and crew from what would have been certain death but for their heroic efforts. The vessel was a strong and staunch one, but nevertheless she was entirely broken to pieces by 5 o'clock P. M. of the same day. I feel that I never can adequately repay the debt of gratitude I owe to Captain James Beauvais and his crew for their brave and intrepid conduct in saving the lives of myself and crew."

A communication received at the office of the General Superintendent, signed by the mayor and a number of prominent citizens of Grand Haven, after briefly reciting the circumstances of the above rescue, concludes as follows:

"Knowing Captain Beauvais and crew of the life-saving station at this place, and knowing all the details of their heroic deed, which was far beyond their line of duty, we do hereby express to them our most cordial recognition of their nobility of heart, and commend them to the favor of the head of the humane service to which they belong."

October 21.—During thick weather, with rain and hail, at about 7 o'clock in the evening, the crew of the Fairport Station, (Ninth District,) Lake Erie, heard repeated blasts from a fog-horn and loud shouts for help. The surf-boat was launched, and after a row of half a mile to the northward the life-saving men reached the schooner *William L. Axford*, of and from Port Huron, Michigan, which had missed the entrance to the harbor, drifted to the eastward, and anchored. The surfmen re-

turned to the station, procured a line, and ran it from the craft to the pier-head, after which they hauled her inside to a place of safety. The vessel had a lot of wrecking gear on board and was bound to Fairport with a crew of four men.

October 21-23.—The schooner *New Hampshire*, of Detroit, Michigan, bound thence to Alcona, in the same State, put into the latter port for a cargo of cord-wood. She carried a crew of three men. While lying at her moorings the wind freshened from the southeast during the night of the 19th, causing her to thump so heavily against the wharf that she water-logged and sank. Shortly past noon of the 21st the keeper of the Sturgeon Point Station, (Tenth District,) Lake Huron, was informed of the above particulars, and the life-saving crew launched their boat and started to the scene of the wreck. The captain decided to strip the vessel, and the surfmen at once set about divesting her of the running and standing rigging, which they safely stored in an adjacent warehouse. They then cut away the spars and put them on the wharf. The following day (22d,) the station men returned and completed the work, and stowed all the gear on the schooner *Sea Bird*, which was loading with tan-bark near by. They were employed until nearly dark discharging the cargo of wood, there being about forty cords in the hold, and promised to be on hand the next morning (23d,) to continue the task of unloading. At the appointed time the life-saving force arrived at the wreck, but found that the schooner had moved, and was so deeply submerged (her bulwarks being covered) that no further assistance could be rendered. Before leaving, however, the station crew helped to haul the schooner *Sea Bird*, which had commenced to pond on the bottom, to a safe berth. The *New Hampshire* was subsequently towed on a reef by a tug, where she broke up, and the remainder of her load was washed ashore and recovered. The owner was very thankful to the surfmen for saving so much of his wood.

October 22.—About one thousand feet of yellow pine lumber, the larger part being heavy scantling, was washed up on the beach near the Paul Gamiel's Hill Station, (Sixth District,) North Carolina. The crew of the station hauled it to a place of safety. It was turned over to the State Commissioner of Wrecks the following month, and by him sold at auction.

October 22.—On the night of the 21st the small sloop *Belle of the Cape*, of and from Key West, Florida, parted her cable while at anchor a short distance offshore, and drifted on the beach about a mile and a half south of the Biscayne Bay House of Refuge, (Seventh District,) coast of Florida. There was only one man on board at the time, and he was wakened from a sound slumber by the vessel pounding in the breakers. She started her garboard strakes, thumped the oakum out of the seams, and buried herself in the sand. At daybreak of the 22d the man came to the House of Refuge for assistance. The keeper took skids, pries, rollers, and other necessary gear, in his boat and proceeded to the scene of the mishap. The cargo, which consisted of miscellaneous stores, was first removed and spread on the beach to dry. The two men then pried the craft up, recalced the seams, and finally launched her, after which she was reloaded and sailed round into Miami Bay for repairs. The sloop was on her way to Indian River, Florida.

October 22.—Early in the morning of this date, two men attempted to take a flat-boat through the canal at Louisville, Kentucky, and, not understanding the currents, drifted out into the middle of the Ohio River, and were in danger of being swept over the Falls. Their most strenuous efforts to avoid the rapids proved of little avail. The look-

out at the Louisville Station, (Ninth District,) observing their predicament rang the alarm gong and the life-saving crew quickly put off to the rescue. They overtook the imperiled men just in time to save their boat from being dashed to pieces. After towing them safely ashore it was learned that they were from Pittsburgh, Pennsylvania, proceeding to Green River on a hunting and fishing trip.

October 22.—Shortly after 1 o'clock in the morning a tug, that was waiting outside for a tow drifting dangerously near the shore, was warned off by the patrol of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan. In going about, however, she grounded on the outer bar, but got safely afloat in about ten minutes' time.

October 23.—During the day the sea was so high outside of Island Beach that the sloop-yacht *Gull*, bound from New York to Barnegat, did not care to defy the elements and venture in over the bar at the latter inlet. She hove to and anchored off the Forked River Station, (Fourth District,) coast of New Jersey, and set her colors in the rigging to attract the attention of the life saving crew. A boat was launched, and the captain of the yacht and one man were brought to the station and lodged for the night. The next morning they were put back on board the sloop, which soon got underway, and made a safe passage over the shoals, the sea having, in the meantime, fallen. The people of the yacht were thankful for thus having gained a good rest at the station instead of being tossed about in their small craft all night in an open seaway.

October 24.—At half past 5 o'clock in the morning the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, discovered a schooner ashore on Carter's Bar, about four miles southeast of the station and some miles from the beach. The weather was clear, with a fresh northerly breeze and a moderate sea. The life-saving crew without delay launched the surf-boat, and after a brisk pull of an hour reached the vessel. She proved to be the *Sky Lark*, of Boston, Massachusetts, bound from Philadelphia, Pennsylvania, to Norfolk, Virginia, with a cargo of coal, and a crew of seven men. She stranded in the night from steering a wrong course. The captain, wishing to obtain the assistance of a wrecking company, was conveyed ashore by the surfmen, instructions being left with the mate to signal in case he needed help before the wreckers arrived. Shortly past noon signals were observed, and the station men immediately put off and boarded her. They found that she had bilged and was going to pieces. The sailors, with their effects, were taken into the surf-boat and rowed to the station, where they were sheltered over night. The schooner became a total loss.

October 25.—The evening patrol, south, from the Hog Island Station, (Fifth District,) coast of Virginia, while returning over his beat just before 8 o'clock sighted the running lights of a steamer heading directly for the beach, apparently unaware of her proximity to the land. He quickly ignited his Coston signal, when the vessel changed her course and stood offshore out of danger.

October 25.—At about 6 o'clock in the morning, while the pilot-boat *Ada*, of Brazos de Santiago, Texas, carrying a crew of three men, was standing over the Brazos bar, with the quarantine physician who wanted to board an incoming vessel, light baffling winds, together with the strong reflux of the tide, set her in the north breakers, where she stranded. The life-saving crew of the Brazos Station, (Eighth District,) coast of Texas, at once put off in the surf-boat to the scene, a mile distant, and succeeded in getting the imperiled craft afloat and towing her out of danger. They then ran a line to the steamer *Santiago*, which took the

vessel clear of the shoals. The surfmen got back to their quarters at half-past 10.

October 26.—At about dark of the 25th, the schooner *Susan Jane*, of Tuckerton, New Jersey, bound home from New York, with a cargo of coal, and having a crew of five men, ran into New Inlet and anchored. Early the next morning (26th,) she got under way for her port of destination, with a favorable tide and light southwest breeze. In passing up the harbor, at about half-past 9 o'clock, she drifted on the middle ground a mile north of the Little Egg Station, (Fourth District,) coast of New Jersey. The vessel was discovered in this position, and the station crew promptly went off and boarded her, getting alongside a few minutes after 10 o'clock. They ran out an anchor and hove her off at high water without damage to vessel or cargo. She then resumed her voyage, the captain highly appreciating the service rendered by the life-saving men.

October 26.—Shortly after dark the tug *Jos. Goldsmith*, of Milwaukee, Wisconsin, towing two scows loaded with logs, arrived off the entrance to Two Rivers, in a strong northeast wind, and sounded her whistle for lights on the piers. Surfmen from the Two Rivers Station, (Eleventh District,) Lake Michigan, went with lanterns and piloted her safely inside.

October 28.—At half-past 6 o'clock in the morning, during a thick fog, the crew of the Fourth Cliff Station, (Second District,) coast of Massachusetts, went off in their boat to the assistance of the three-masted schooner *Lucy Graham*, of Philadelphia, Pennsylvania, which had stranded off the First Cliff, Scituate, three miles north of the station, an hour previous. She was coal-laden from Hoboken, New Jersey, for Boston, and had nine persons on board, including the captain's wife and child. The captain had already sent to Boston for a tug, but requested the crew to remain by him in case of difficulty in getting the vessel off. When the tug arrived they rendered good service with their boat in running the necessary lines, and by 11 o'clock the schooner was hauled afloat with but slight damage and taken in tow to her destination.

October 28.—Shortly after 9 o'clock in the morning the keeper of the Point Marblehead Station, (Ninth District,) Lake Erie, received a telephone message that a schooner was ashore near the range light at the entrance of Sandusky Bay, seven miles to the southward, and that the crew were in need of assistance to get her off. The life-saving men manned the surf-boat, took a four-inch hawser and kedge, and started, in tow of the steamer *American Eagle*, to the point designated. The stranded craft proved to be the *Mary Amelia*, of Detroit, Michigan, bound from Amherstburg, Canada, to Sandusky, Ohio, in ballast, with four men on board. The surfmen at once commenced operations and laid out an anchor. Fortunately there was very little wind and no sea, and, after four hours of diligent labor, they succeeded in heaving her ahead into deep water. Sail was then made and the vessel worked into the bay without having sustained any damage. The station crew got back to their quarters at 4 in the afternoon.

October 28.—On this date a sick man came to the Two Heart River Station, (Tenth District,) Lake Superior, from a neighboring lumber camp and was taken charge of by the keeper. For nine days he was sheltered and kindly cared for at the station and furnished with food and medicines, but, growing no better of his malady, he finally left for his home in Canada on the steamer *St. Marie*, November 5th.

October 29.—During an easterly gale and thick weather, at about 7 o'clock in the evening, the three-masted schooner *Charles H. Valentine*,

of Manasquan, New Jersey, stranded on the point of Sandy Hook, seven hundred yards from the shore, about one mile north-northwest from the Sandy Hook Station, (Fourth District,) coast of New Jersey. She was bound from Georgetown, District of Columbia, to New York, laden with coal, and had a crew of eight men. The life saving patrol who witnessed the accident hurried to the station and notified the keeper. The wind was blowing a hurricane at the time, and the driving rain and sand, the latter being caught up in fitful gusts, almost blinded the surfmen in their work; at last, after an obdurate and toilsome struggle of an hour against the fury of the elements, they succeeded in hauling the beach-apparatus to a point abreast of the vessel, and placed it in position. The first two shots that were fired proved unavailing, one parting the line, and the other falling some distance short. The vessel, by this time, had moved closer inshore and farther to the westward. The successful working of the apparatus was very much hindered by obstacles, such as stone piles, jetties, etc., so the gear was transported to a more favorable site. At the third fire the line was sent over the craft between the main and mizzen masts. The wind had now lulled to almost a calm, and the ship's company changed their minds and decided not to come on shore. The life-saving crew, therefore, returned to the station, except one man, who remained to guard the apparatus which had been left standing. At daybreak the next morning (30th,) the surfmen went out to the schooner to ascertain if the captain desired to send any messages, but soon pulled back to the beach on being told that part of his own crew would land in their yawl for that purpose, which five of them subsequently did. During their absence from the vessel the wind freshened to a gale from the northeast, and a high sea commenced making up. This change of affairs prevented the crew's return to the schooner in their boat, and as they wanted to accept the offer of assistance made by a tug that had just arrived on the scene, they were anxious to reach their vessel, as the three sailors left on her would not be able, without additional help, to handle the hawser. The keeper, therefore, agreed to send them on board in the breeches-buoy. A line was fired over the craft and the gear, for the second time, rigged. The men were all sent out safely. The captain, finding his vessel leaking badly, declined the help of the tug, and came on shore in the buoy. The latter made twelve trips in all to and from the schooner before the apparatus was taken to the station. The following day the Merritt Wrecking Company took charge of the *Valentine*, and she was successfully floated by them two days later. The subjoined card of thanks appeared in the New York Herald of November 19th, 1885:

"To the Editor of the Herald:

"I desire to thank Captain Patterson and crew of Life-Saving Station No. 1, at Sandy Hook, New Jersey, for prompt and efficient service while my vessel (*Charles H. Valentine*) was aground at that place, October 30, and I wish also to thank Capt. C. M. Whipple, Ordnance Department, U. S. A., to whom I am under obligations for favors while there.

"ASHER CURTIS,
"Master."

October 29.—The crew of the Lewes Station, (Fifth District,) coast of Delaware, at 8 o'clock at night, were summoned by the patrol to search for a steam-launch belonging to the U. S. Coast Survey steamer *Gedney*, which had broken adrift from its mooring off Lewes. They patrolled the beach for some hours in quest of it, but, as there was a gale blowing

and the night was stormy and thick, were not successful. The next morning (30th.) the launch was discovered stranded and full of water on the bar, two or three hundred yards from the shore, a mile east of the station. The craft was sighted almost simultaneously from the *Gedney*, out in the harbor, as a boat's crew from that vessel arrived at about the same time as the life-saving crew. Joining forces and with the aid of a boat's crew from the revenue-steamer *Hamilton*, the party hauled the launch in over the bar and up on the beach, where it could be repaired. On the day following the Lewes crew helped get the boat afloat again.

October 29.—At about 3 o'clock in the morning the patrol of the Pope's Island Station, (Fifth District,) Virginia, seeing a steamer heading on shore burned a Coston signal as a warning of danger. The steamer immediately changed her course and stood out to sea.

October 29.—The mounted patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, during the mid-watch, burned a Coston signal and warned off a steamer which was running too near the beach some distance north of the station.

October 29.—At 3 o'clock in the afternoon the keeper of the Cobb's Island Station, (Fifth District,) coast of Virginia, discovered the small sloop *Annie* drifting through Sand Shoal Inlet. All efforts of the man on board to stem the swift current proved unavailing, and his boat was being rapidly swept towards the heavy breakers on the bar. It was seen that his strength was fast failing, and if assistance did not soon reach him he would be lost. The life-savers speedily put off, overtook the craft, and after strenuous efforts succeeded in towing it out of the strong current into the eddy along the shore, and finally to a safe harbor. The man was very thankful for the services rendered, saying that the prompt action of the surfmen undoubtedly saved his life.

October 29.—The patrol of the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, discovered the partially decomposed body of a negro on the beach. It was coffined and buried above high-water mark by the station crew, and the grave was marked.

October 29.—At about half past 7 o'clock in the evening the crew of the Oswego Station, (Ninth District,) Lake Ontario, put off in the surf-boat, during a severe northeast gale, to the schooner *Addie Membery*, of and from Sackett's Harbor, New York, which was hurled against the breakwater by a heavy sea while trying to enter the river fifteen minutes before. She drifted into the new harbor and drove against the west pier. The surfmen hauled down her sails, but discovered no one on board, her crew of three men having leaped on the breakwater when she struck. They were soon found and conveyed to the station. The vessel, which was loaded with lumber, proved a total loss; her cargo was saved, though much of it was damaged.

October 29.—Observing a signal on the light-house, at about 4 o'clock in the afternoon, during a heavy northeast blow, the crew of the Sand Beach Station, (Tenth District,) put off in the life-boat and found that the light-keeper was unable to reach the south pier, on account of the heavy seas tumbling in over the breakwater, and therefore could not put up his light. The surfmen took the assistant keeper with them and succeeded in performing the task, although the high waves surging into the harbor made the trip one of no little risk.

October 29.—In the evening of this date, during a strong blow from the northeast, with a high sea running, the sloop *Imperial*, of Sand Beach, Michigan, (the vessel assisted on the 1st and 3d of this month,) attempted to run into the harbor near the Hammond's Bay Station,

(Tenth District,) Lake Huron. The weather being heavy, with only two men on board to handle her, she failed to make an entrance, when the life-saving crew ran lines from the wharf and succeeded in hauling her behind the breakwater to sheltered moorings.

October 30.—During a northeast gale and heavy rain-storm, at about half-past 1 o'clock in the morning, the patrol of the Crumple Island Station, (First District,) coast of Maine, fired his Coston signal as a warning to a vessel that was approaching too near the shore. She immediately changed her course and stood out of danger.

October 30.—At about half-past 4 in the morning the patrol of the Coney Island Station, (Third District,) coast of Long Island, New York, warned off by Coston signal a vessel which was almost ashore. She quickly changed her course.

October 30 — At about half-past 1 o'clock in the afternoon of the 29th a strong blow set in from the northeast, accompanied by heavy rain. Two hours later two scows, Numbers 5 and 8, belonging to Ross, Sanford & Co., of Jersey City, New Jersey, broke adrift from the tug which had them in tow, about two and a half miles off Long Branch, coast of New Jersey. They were forced before the increasing gale until a shift of wind to the south-southeast carried them in a northwesterly direction towards the land. They rolled heavily in the high seas, and, finally, were driven ashore in Shark River Inlet, just opposite the Shark River Station, (Fourth District.) No one was found on board, and, shortly after midnight, the keeper of the station reported the occurrence to the New York Herald, thinking that the owners of the scows would be likely to see the notice in the paper. This they did, and the next day came to the station to claim their property. Arrangements were at once made to float the stranded crafts, the life-saving crew running lines and substantially assisting in the work, and on November 22d one of the scows was launched and towed to New York; the other was subsequently hove clear.

October 30.—A bark, discovered to be standing dangerously near the shore, was warned off, at 5 o'clock in the morning, by the patrol of the Spring Lake Station, (Fourth District,) coast of New Jersey, who flashed his red Coston signal just in time to avert disaster.

October 30.—During the prevalence of a strong northwest wind, while two young men were in Mud Thoroughfare, on their way from Tuckerton to Atlantic City in a small boat, one of their oars broke and they were obliged to scud for the Little Beach Station, (Fourth District,) coast of New Jersey, opposite to which they were at the time of the accident. They were fed and sheltered by the surfmen until the following noon, when the latter repaired their oar and started them on their journey.

October 30.—For the particulars of the total destruction by wreck of the three-masted schooner *George B. Sloan*, of Oswego, New York, while attempting to enter that port during the night, and the loss of one of her crew, the stewardess, see page 20. Assistance was rendered by the crew of the Oswego Station (Ninth District) to the full extent of their ability.

October 30.—Just before 1 o'clock in the afternoon the boatman on lookout duty at the Louisville Station, (Ninth District,) Louisville, Kentucky, observed a flat boat, containing two boys, adrift in the rapid current of the Kentucky chute of the Falls. The life-savers quickly overtook the lads and brought them safely to the station. They were in imminent danger of being swept on the rocks.

October 31.—Shortly before daylight on this date a seventeen-foot sloop, belonging to the White Head light-house, broke from her moorings and sank during a strong northeast gale and rain-storm. The life-saving crew of the White Head Station, (First District,) coast of Maine, went out early in the morning, with lines and grapnels, and swept for the missing craft until noon, but failed to find her, the high sea running at the time greatly impeding them in their work. The following day, (November 1st,) the weather having somewhat moderated, the surfmen again swept for the sunken boat and succeeded in finding her. She was raised and taken to the beach and her ballast removed. After bailing her out and ascertaining that she had sustained no damage, the station men put her in trim and returned her to her moorings.

October 31.—At about 9 o'clock in the morning the crew of the Ocean City Station, (Fifth District,) coast of Maryland, observed signals on board a large three-masted schooner which had anchored the day previous some five miles offshore, to the eastward of the station, during the prevalence of a strong westerly wind. Communication was opened with her by the International Code of flag-signals, when it was learned that she was the *Luis G. Rabel*, of Portland, Maine, and that having lost most of her sails she was unmanageable and needed the assistance of a tug to reach port. Keeper West at once hastened to the office of the signal observer, (Signal Service U. S. Army,) and requested the transmission of a message to Lewes, Delaware, for the necessary aid. A few hours later the steam-tug *North America* arrived from Lewes and took the vessel in tow for the Delaware.

October 31.—The north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, an hour and a half before midnight, saw a three-masted schooner running directly for the beach. He instantly burned a Coston signal, and was just in time to save her from stranding. In a few seconds it would have been too late.

October 31.—The crew of the Smith's Island Station, (Fifth District,) coast of Virginia, went off in their boat to the schooner *John Johnson*, of Philadelphia, Pennsylvania, which, while coming out of Chesapeake Bay, on her way from Georgetown, District of Columbia, to Boston, Massachusetts, with a cargo of coal, had sprung a leak through the breaking of her center-board and was flying a signal of distress. When discovered at daylight from the station she was at anchor four miles offshore. The station crew rendered all the aid in their power, which was to help pick up the anchor and get the schooner underway for Norfolk, where she could receive necessary repairs.

October 31.—The lumber-laden schooner *Myrtle*, of Chicago, Illinois, having a crew of seven men, arrived at Evanston in the morning of this date, and commenced to discharge her cargo at the south pier. At half-past 5 o'clock in the afternoon she had finished unloading, at which time a fresh southeast breeze was blowing, accompanied by rain, and a heavy sea was making up. The pier, which extends east and west, has a jog on the south side making an angle around which it is difficult to haul a vessel without fouling her jib-boom with the two derricks that stand on the structure at that point. The craft was lying on the weather side, and the wind and waves, besides pressing her close up against the pier, made her position one of constantly increasing danger. The keeper of the Evanston Station, (Eleventh District,) Lake Michigan, comprehending the situation, went to the captain to find out what arrangement, if any, had been made to get the schooner away. It was learned that every means had been exhausted to obtain a tug, but, owing to the threatening appearance of the weather, all declined to

venture out. Not being able to move the vessel unaided, it being a hazardous undertaking at best, and, as something had soon to be done to save her, the keeper tendered the services of the life-saving crew, which proffer was gladly accepted. Shortly after 8 o'clock the surfmen commenced to haul the schooner, and, with great difficulty, succeeded, by careful and skillful management in getting her safely to the end of the pier. They then went aboard and helped to make sail and, at about fifteen minutes to 11, she stood off to the northward for Ford River, Michigan. The captain rejoiced at the fortunate turn of affairs and was hearty in his expressions of gratitude.

November 1.—At about 9 o'clock at night the eastern patrol of the White Head Station, (First District,) coast of Maine, discovered a schooner running directly for the shore and almost in the breakers. He quickly flashed a Coston signal as a danger-warning, when the vessel at once changed her course, barely clearing the rocks.

November 1.—On the 29th of October the schooner *Express*, of Ellsworth, Maine, bound from South Amboy, New Jersey, to Machias, Maine, with a cargo of coal, encountered northeast winds and squally weather, and, at about 10 o'clock at night, while off Odiorne's Point, parted her main-peak halliards, and went ashore four miles northeast of the Rye Beach Station, (First District,) coast of New Hampshire. She broke up before daylight of the following morning and her crew of three men succeeded in getting safely ashore on fragments of the wreck. The place where the vessel struck was not visible from the station, nor from any part of the beach patrolled by the life-saving men. The first intelligence of the disaster reached the keeper in the afternoon of October 31st, being brought by a man who had just come from the Point. Immediately on receiving the information a part of the station crew repaired to the scene of the wreck, but, on arriving there, found the tide too high to render any service. The captain of the schooner deemed it advisable to wait until low water of the next day (November 1st,) before making any efforts to strip the vessel. Early in the morning of this date the surfmen returned to the wrecked craft and assisted in saving her anchors, chains, most of her rigging, and all there was left of her of any value.

November 1.—Shortly after dark the surfman on patrol duty to the eastward of the Bellport Station, (Third District,) coast of Long Island, New York, ignited his Coston signal and warned off a schooner that was standing dangerously near the shore.

November 1.—During the watch from 8 o'clock to midnight, the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, discovered a schooner heading directly toward the beach and almost ashore. He at once burned a red Coston signal, when the vessel quickly changed her course, just in time to avoid disaster.

November 1.—The mid-watch patrol of the Watchpreague Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel which was in danger of running ashore. She at once stood off and escaped.

November 1.—At about half-past 2 in the morning the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, observed a vessel in danger of stranding on Carter's Bar. He quickly flashed a Coston signal, when she at once changed her course and escaped disaster.

November 1.—At noon, during a fresh southeast gale, accompanied by rain, with a heavy sea running, the lookout of the Sturgeon Point Station, (Tenth District,) Lake Huron, reported a schooner at the wharf at Harrisville, four miles to the southward, with a flag of distress hoisted

in the rigging. The surf-boat was immediately launched, and after a hard pull in rough water, in the teeth of a strong wind, the life-saving men reached the vessel, which proved to be the *Snow Drop*, of Port Huron, Michigan. She had a crew of six men, was loaded with lumber, and bound for Detroit, Michigan. The storm had come up so suddenly that the craft was unable to leave her moorings, and, the water being shallow, she had pounded on the bottom and sprung a leak. There was already four feet of water in the hold. As she could not be kept free with a single pump, the other one being inoperative, the surfmen turned to and hove the deck-load overboard, so as to lighten her and lift her from the ground. This task was finished about dark, when the disordered pump, which had not been in use for several years, was put in temporary working condition, and both were kept steadily going until 4 o'clock the following morning, (2d,) by which hour she was comparatively free of water. In the meantime the mate of the schooner had been at work repairing the leak, and had so far succeeded in stopping it that the assistance of the life-saving force was no longer needed. The wind moderated and changed to the westward, and the sea ran down, so that the vessel could be easily handled by her own crew. The station men, receiving the warm thanks of the captain, returned to their quarters at 10 o'clock, having been unceasingly employed during the entire night. The schooner left for her destination in the afternoon. Nearly all the jettisoned lumber was saved, as most of it washed directly ashore, only a small portion being carried into the lake.

November 1.—At about midnight of the previous day, during a thick snow-storm, the steam-propeller *William T. Graves*, with the schooner *George W. Adams* in tow, ran ashore on Doyer's Point, nine miles southwest of the North Manitou Island Station, (Eleventh District,) Lake Michigan. Both vessels hailed from Toledo, Ohio, and were on their way from Chicago, Illinois, to Buffalo, New York, laden with grain, the schooner's company numbering eight men all told. Intelligence of the accident was first received at the station at about 10 o'clock in the morning of this date, and the crew immediately manned the supply-boat and proceeded to the scene. It was found, on reaching the stranded crafts, that no assistance could be rendered and so the men returned to their quarters. Towards evening it began blowing fresh from the northwest, with occasional snow-squalls, and the keeper sent one of the crew to the south point of the island, five miles distant, where a watch could be kept on the two vessels through the night. Shortly after 10 the surfman heard whistles of distress proceeding from the steamer, and at once burned his Coston light in answer to the summons, and also for the purpose of calling out the station force. The latter, as soon as the signal was observed, speedily put off in their boat and reached the imperiled vessels at midnight. It was ascertained that the schooner was leaking and that assistance was needed to keep the pumps in operation. The life-saving men worked them until half-past 6 o'clock in the morning, (2d,) after which time the mate thought that he could keep her sufficiently free with his own crew, as the wind had shifted more to the northward and the land now afforded them something of a lee. The schooner got off by aid of the tugs on the 4th, though it was found necessary to jettison a portion of her cargo. Every effort was made to save the steamer, but without success. During the night of the 15th she went to pieces, and, with her cargo, became a total loss.

November 2.—Three schooners were anchored in the outer harbor, a short distance from the Fletcher's Neck Station, (First District,) coast of Maine, when a heavy blow came on from the southeast, and it was

feared that they would part their chains and be driven ashore. The keeper of the station made preparations to go to their assistance, if necessary, but the wind hauled to the westward during the night and moderated, and the vessels rode out the gale in safety. The crews of two of them, however, not relishing their situation, came to the station and were sheltered until the following morning, when they returned on board.

November 2.—During the night one of the surfmen belonging to the Ocracoke Station, (Sixth District,) coast of North Carolina, warned off, by Coston signal, a vessel that was standing too close to the beach and in danger of getting ashore.

November 2.—At about half-past 11 o'clock at night the schooner *J. R. Pelton*, of Cleveland, Ohio, bound home in ballast from Toledo, in the same State, with a crew of five men, arrived off the breakwater pier, a half mile southwest of the Cleveland Station, (Ninth District,) Lake Erie. A high wind was blowing from the westward at the time with a heavy sea running. A tug went out to tow the craft into the harbor and succeeded in getting a hawser from her, but the crew of the latter failed to catch a turn and the line was snatched from their grasp as the tug steamed ahead. The schooner drifted towards the beach into shoal water, where the steamer could not reach her. The patrol witnessed the mishap, and immediately reported the facts to the keeper. The surf-boat was accordingly manned, and the life-saving men put off, with all haste, to the scene. It was ascertained that the schooner had no line of sufficient length which could be used, so the surfmen returned, as quickly as possible, to the station and procured their longest hawser. This was finally run to the vessel, and the station crew boarded her and assisted to heave up the anchors, which, in the meantime, had been let go. After entering the harbor in safety the captain warmly thanked the crew for their timely and valuable services.

November 2.—On this date, as a steamer was leaving the wharf at Marblehead, Ohio, a man tried to leap ashore, but in the attempt missed his footing and fell into the lake. A surfman belonging to the Point Marblehead Station, (Ninth District,) Lake Erie, fortunately happened to be at the landing, who got down on the side of the wharf and pulled the man out. The latter came very near being drowned, as he was turned over several times in the eddying back-water from the vessel's wheels before the surfman got hold of him. He was taken to the station, where his clothes were dried, after which he proceeded to his home.

November 3-5.—At about 3 o'clock in the afternoon of the 2d, during the prevalence of a strong southeast gale and rain-storm, a schooner hove in sight off the Hunkiwell's Beach Station, (First District,) coast of Maine, standing for a harbor and apparently disabled. As she approached nearer the shore it was observed that part of her sails were blown away. Her movements were watched with apprehension by the life-saving men, who got their boat in readiness to launch in case the vessel struck, although the chances of rendering efficient service in such a high sea seemed very small. The schooner, however, fortunately passed clear of the dangers that beset her course and came to an anchor in Heal's Eddy, at the entrance to the Kennebec River, three-quarters of a mile east-northeast of the station. As she had reached a safe harbor and did not show distress-signals, the surfmen concluded that she was not in need of immediate assistance, and therefore did not board her until the following morning at 8 o'clock. She proved to be the *Alphratte*, of Digby, Nova Scotia, bound from Port Gilbert, in the same Province, to Boston, Massachusetts, with a cargo of spruce piles, and having a crew of

five men. Her sails were found to be badly torn, the fore-peak balliards gone, her boat stove, and the supply of fresh water exhausted. The captain had received painful injuries in the back and on the head from a block that carried away while jibing the mainsail, and needed medical attendance. This the surfmen immediately procured by fetching a doctor from the shore, who dressed the captain's wounds. After furnishing the sailors with a sufficient quantity of fresh water the station men left the vessel, not returning again until the afternoon. They then assisted to overhaul the sails and rigging. It was found that the jib would have to be sent to a regular sail-maker for repairs. As Bath was the nearest available place the keeper agreed to have the sail taken there the next morning. The life-saving men then started back for the station. The sea had moderated but very little since the preceding day, and heavy breakers were tumbling in on the beach, but the crew thought they could make a landing at the usual place without difficulty. They turned the boat head to the sea and watched their chance. Just as they were crossing the bar the stern of the boat took the ground, a tremendous sea caught it under the bow, completely upturning it, and throwing all hands into the surf. The men did not reach shoal water until three heavy seas had swept over them, but they fortunately gained the beach in safety with only a few slight bruises. The boat came ashore without damage. The following morning (4th,) the schooner's jib was taken by two of the station crew to Bath, where it was repaired, and, in the afternoon, brought back and placed on board the vessel. The next day (5th,) the surfmen took off some medicine to the captain, who was rapidly convalescing, and ready to resume his voyage at the first fair wind.

November 3.—Shortly before 1 o'clock in the morning the lookout at the Point Marblehead Station, (Ninth District,) Lake Erie, discovered a fire in a building occupied by William Ditcher as a grocery. The crew were immediately called out and actively assisted in removing a quantity of merchandise from the burning structure, and in saving an adjacent house from the flames.

November 4.—During the watch from midnight to 4 o'clock in the morning, the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, observed a steamer running in towards the land. She was evidently bound in to the Delaware, and was blowing her whistle for a pilot. As she was approaching very rapidly, apparently unaware that she was so near the beach, the patrolman flashed a Coast signal as a warning of danger. The signal was effectual, for she instantly changed her course and stood off, showing a signal of recognition, a white light, as she went.

November 4.—During a fresh southeast wind the small schooner *Red Cloud*, of Port Clinton, Ohio, in ballast, bound home from Marblehead, in the same State, anchored near the light-house, about three miles to the eastward of the Point Marblehead Station, (Ninth District,) Lake Erie. The vessel could not be seen from the station, and, at about 8 o'clock in the morning, some fishermen informed the keeper that the craft had a distress-signal flying. The life-saving force went to her in the surf-boat and ascertained that her crew of two men were unable to get the anchor up. The surfmen helped them out of their difficulty, and got the schooner underway so she could proceed.

November 4.—Shortly after 2 o'clock in the morning of this date the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *E. J. McVea*, of Chicago, Illinois, which had grounded on a shoal and was pounding heavily along-

side of the north pier, where she was lying. A strong southeast wind and heavy sea were sweeping into the harbor and the vessel was in imminent danger of going to pieces. The surfmen ran lines to the opposite pier, and, after two hours of hard work, succeeded in hauling her into deep water and across the river to a sheltered berth. This timely help evidently saved the craft from loss. She was loaded with lumber, had a crew of eight men, and was on her way home from Alpena, Michigan.

November 5.—Shortly before 2 o'clock in the afternoon, during the prevalence of a fresh southwesterly breeze with a rough sea, the crew of the Point Judith Station, (Third District,) coast of Rhode Island, observed a schooner under reduced canvas, with a signal of distress flying, about two miles to the eastward of the station, off the entrance to Narragansett Bay. They immediately set out in the surf-boat to her assistance, but before they had gone more than half way the vessel sank in deep water, with nothing but her topmasts in sight. Fortunately her crew of five men had taken to their yawl just before she went down, and they were soon fallen in with by the station crew and taken in tow. It was learned that she was the *Almon Bacon*, of New York, from which port she was bound to Providence, Rhode Island, with a cargo of pig-iron and logwood, the people reporting that she had sprung a leak and gone down very suddenly, barely giving them time to get out the boat, some of the party losing everything but the clothing they had on. The arrival of the station crew was most opportune, as the yawl was leaking badly and almost unmanageable. The men were towed safely ashore and housed and fed at the station until the next day, when the keeper conveyed them in his wagon to Wakefield, the nearest railway station, seven miles distant, and procured for them passes to Providence, besides furnishing them with necessary funds. The clothing furnished to them at the station was subsequently returned. The wreck being a dangerous obstruction, directly in the track of passing vessels, the life-saving crew took pains to maintain a beacon-light on one of the masts. at night for a period of two weeks until the masts finally disappeared. The schooner and cargo were a total loss.

November 7.—At half past 7 o'clock in the evening the east patrol of the Coney Island Station, (Third District,) Long Island, New York, observed a schooner heading towards shoal water, and it being very dark he flashed a Coston light to warn her of danger. As the signal was evidently not seen on board he burned a second one, when the vessel immediately came to and anchored in time to save herself from stranding.

November 7.—A small boy was rowing a boat on the Ohio River, at Louisville, Kentucky, at about half-past 2 o'clock in the afternoon, and not being stout enough to properly manage it, was caught in the swift current above the cross-dam and carried towards the Falls. The crew of the Louisville Station, (Ninth District,) upon seeing his danger, quickly put off and reached the lad just in time to save him from being dashed on the rocks.

November 7.—The keeper of the Hammond's Bay Station, (Tenth District,) Lake Huron, received word during the night that the small fishing schooner *Robin* had broken from her moorings at Spensville, two and half miles to the eastward, and was drifting, bottom up, along the outer sand bar, in a heavy southeast wind and high sea. Early in the morning the life-saving crew, with suitable gear, started out in search of the craft and found her in the breakers, where it was very difficult to reach her. Finally, however, a line was made fast to her, and she

was towed into deep water, but it was found impossible to right her. She was therefore grounded on the bar, and, by means of tackles, hauled over the shoals and out on the beach, where the owner subsequently took possession of her.

November 7.—For an account of the wreck of the schooner *K. B. King* off Muskegon Harbor, Lake Michigan, and the rescue of part of her crew by the crew of the Muskegon Station, (Eleventh District,) see page 23. Two men were lost.

November 8.—During the prevalence of thick and stormy weather, at about 7 o'clock in the evening, the patrolman of the Ship Bottom Station, (Fourth District,) coast of New Jersey, sighted a steamer through the darkness, heading directly for the breakers. He quickly flashed his Coston signal, when the vessel, heeding the warning, altered her course and stood off shore. She was undoubtedly saved from stranding.

November 8.—The north patrol of the Long Beach Station, (Fourth District,) coast of New Jersey, shortly after dark, observed a vessel in danger of running ashore. He immediately burned his Coston signal, which caused her to change her course and stand clear.

November 8.—At about half-past 7 in the evening the patrol of Pope's Island Station, (Fifth District,) Virginia, burned a Coston signal to warn a schooner which was standing into danger through a thick fog, and would have stranded in a few moments. The schooner immediately tacked and stood off.

November 8.—Shortly after 8 o'clock in the morning a man on a flat-boat was caught in the strong current above the cross dam, and was in danger of being carried over the Falls of the Ohio, at Louisville, Kentucky. The crew of the Louisville Station, (Ninth District,) speedily launched their boat, pulled out to him, and towed his craft into safe water. The man was on his way to Cairo, Illinois, and was not familiar with the river at this point.

November 8.—At 2 o'clock in the afternoon a small sail-boat was seen from the Two Heart River Station, (Tenth District,) Lake Superior, heading for the beach. On approaching nearer it was observed that the occupants were trying in vain to raise the center-board. The life-saving crew ran down to the water's edge, and arrived there just as the boat capsized. They rushed through the surf, which was high at the time, to the rescue of the two men, and succeeded in getting them on shore, and also saved all the household furniture with which the craft was loaded. The station crew then hauled the boat on the beach, bailed it out, cleared the center-board, and at 4 o'clock the men re-embarked with their effects, and resumed their journey, thankful for their safety.

November 9-12.—At half-past 10 o'clock in the morning the schooner *J. and H. Scull*, of Somers Point, New Jersey, bound from Norfolk, Virginia, to Cape Hatteras, with lumber and materials for the repair of life-saving stations, ran ashore on Gull Shoal, in Pamlico Sound, five miles to the westward of the Gull Shoal Station, (Sixth District,) coast of North Carolina. She had six persons on board including the pilot. The life-saving crew went to her relief and assisted to lay out anchors, but all efforts to heave her clear proved futile, as the tide was falling and the wind blowing fresh from the northwest. The surfmen, after landing the pilot, who was anxious to engage parties ashore to lighten the vessel, returned to the stranded craft and took off a boat-load of provisions for the workmen at the stations. Early the next day, on the flood tide, the life-savers again boarded the schooner and made several strenuous attempts to float her, but without success. On the 11th the vessel was lightened, and the station men ran out a kedge and the

largest anchor, and she was moved about seventy-five yards, when the tide got so low as to necessitate a suspension of further work until the following day. At sunrise of the 12th the surfmen went off to her, and, at about half-past 8 that morning, she was hove clear of the shoals without apparent damage. The life-saving force labored very earnestly during the above four days, and the captain of the schooner felt greatly indebted to them for their services.

November 9.—At about half-past 7 o'clock in the evening the steamer *William H. Browne*, of Grand Haven, Michigan, while making Ludington Harbor in the darkness, struck the south pier under a full head of steam and split open her stem. She had made the trip up the coast from Pentwater, with a miscellaneous cargo, and had on board one passenger and a crew of three men. The surfmen of the Ludington Station, (Eleventh District,) Lake Michigan, at once put off in their boat and met the vessel coming in the harbor. They boarded her when she got alongside of her wharf, by which time there was at least three feet of water in the hold. The keeper set two of his crew pumping to keep the craft from filling, while with the others he speedily discharged her cargo. The life-saving crew then obtained the services of a tug and had the steamer towed into shoal water in Pere Marquette Lake. Had it not been for their active work the vessel would undoubtedly have sunk at her wharf where she would have sustained considerable damage, and where the subsequent task of raising her would have been a difficult and an expensive undertaking.

November 9.—In the mid-watch (midnight to 4 o'clock,) the patrol of the Cape Disappointment Station, (Twelfth District,) Washington Territory, warned off a vessel which was dangerously near the rocks, by means of a Coston light.

November 10.—Just before daybreak, the northern patrol of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, discovered a large schooner in danger of running ashore. He flashed a Coston light, whereupon the vessel immediately changed her course and went clear.

November 10.—The keeper of the Barnegat Station, (Fourth District,) coast of New Jersey, at about half-past 8 o'clock in the morning, saw a vessel strand on Barnegat Shoals, about one mile north-northeast from the station, and four hundred yards from the north side of Barnegat Inlet. He assembled his crew and boarded her thirty minutes after she struck. She proved to be the schooner *Louisa B. Robinson*, of Tuckerton, New Jersey, bound from New York to Barnegat, New Jersey, with a cargo of stone, and having a crew of three men. The life-saving crew laid out her anchors, and, with the aid of the sails, succeeded in heaving her off on the next high tide. They also recovered an anchor and chain which the schooner had been obliged to slip. These were placed on board and she proceeded up the bay.

November 10.—At about 11 o'clock in the morning, the weather being cloudy and a fresh wind blowing from the northwest, the lookout of the Ocean City Station, (Fourth District,) coast of New Jersey, discovered a vessel running near the south side of the bar of Great Egg Harbor Inlet. He ran up the danger-signal, but in a few minutes she grounded about one mile east southeast from the station. The keeper was promptly notified, who, with his men, soon boarded her and found that she was the schooner *Oliver H. Booth*, of New York, bound to that port from Virginia, with a cargo of cord-wood and a crew of seven persons. The surfmen from Great Egg Station shortly afterwards arrived on the scene. Both crews assisted to heave overboard the deck-load and lighten the

vessel. They carried out and planted an anchor, by means of which she was hauled clear of the shoal at about 9 o'clock at night. She continued her voyage without having sustained injury.

November 11.—At about 4 o'clock in the afternoon the fishing-steamer *Absecon*, of Somers Point, New Jersey, with a crew of thirteen men, while entering Absecon Inlet to make a harbor for the night, the tide being low, struck on the bar between the first and second buoys. The sudden fetching up of the vessel caused the two boats in tow, in which the fish-nets were stowed, to fill and capsize. The nets became entangled with the propeller-wheel and rendered the steamer unmanageable. Her anchors were let go, but failed to hold her, and she dragged on the north shoal about a mile and a quarter east-northeast from the Atlantic City Station, (Fourth District,) coast of New Jersey. The life-saving crew seeing the steamer in this critical position, with the sea breaking over her, went out in the surf-boat and brought off her crew and their personal effects. They were taken to the station, where they were provided with food and sheltered over night. At 8 o'clock on the following morning (12th,) the station men again boarded the steamer, taking with them a part of her crew and some wreckers that had been employed to work on the vessel. The surfmen returned on shore, as their services were no longer required. The steamer floated off on the rising tide shortly before noon, about which time a wrecking-tug arrived and towed her into the harbor, where she remained over night. She was taken the next day to Somers Point, her port of destination. On the 16th the life-saving crew went out and swept for the steamer's two anchors, which had been left on the bar, and, after some difficulty, recovered them. They were brought on shore and the owners notified of the fact.

November 11.—At about half-past 3 o'clock in the morning two of the crew of the *Buffalo Station*, (Ninth District,) Lake Erie, while on patrol were attracted by loud cries for help coming from the direction of the Bennett Elevator, a short distance northeast of the station. They immediately manned the ferry-scow near by and hastened to the scene, where they found a man in the water trying to save himself from drowning by clinging to the side of the wharf. A number of excited canal-boat men had gathered near the spot and were vociferously calling for assistance, not being able to render any themselves owing to the height of the wharf. The surfmen pulled the imperiled man into their boat and conveyed him to the station, where he was stripped of his wet clothing and put to bed. He proved to be a fireman belonging to the steamer *Chicago*, and stated that he had walked off the wharf while intoxicated, and when rescued was almost exhausted and could not have held out much longer. After breakfast he returned on board his vessel, first thanking the keeper and crew for their timely aid and kind treatment.

November 11.—Just before 10 o'clock in the morning, while a man and his wife were attempting to take a flat-boat around to the canal at Louisville, Kentucky, they got too far into the river and commenced to drift towards the Falls. The crew of the *Louisville Station*, (Ninth District,) put off to the rescue and towed the craft back to a place of safety. These people were on their way from Gallipolis, Ohio, to Evansville, Indiana, with their household effects, and were unacquainted with the dangerous currents of the river near the dams.

November 12.—At about 1 o'clock in the afternoon the lookout of the *White Head Station*, (First District,) coast of Maine, observed a vessel in distress a few miles to the eastward of the station. The life-saving crew at once put off in the surf-boat to her assistance. She proved

to be the schooner *Paragon*, of Belfast, Maine, bound from Boston, Massachusetts, to Bangor, Maine, in ballast, with a crew of five men on board. She had encountered a heavy westerly gale the previous night, which carried away part of her canvas and rigging and otherwise disabled her. When first seen she was drifting helplessly toward the station, with her sails only partly hoisted. The surfmen helped to work her into Seal Harbor, where she was safely anchored. Further aid was declined by the captain, who was very thankful for the services already rendered by the station men. Three days afterwards the vessel proceeded to her destination.

November 12.—The patrol of the Peck's Beach Station, (Fourth District,) coast of New Jersey, at 3 o'clock in the morning, ignited his Coston light and warned off a steamer that was standing too close to the shore.

November 12.—While a man was crossing the Ohio River in a skiff, from Jeffersonville, Indiana, at about 11 o'clock in the morning, the strong wind from the southwest prevailing at the time set him in the dangerous current above the Falls. The crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, hastily manned their boat and overtook him as he was being swept towards the cross-dam. They towed the craft, with its occupant, safely to the bank.

November 12.—At about 3 o'clock in the morning, while three men who had just landed from the steamer *Mackinaw* were on the point of leaving the wharf at Sand Beach, Michigan, they stepped aside to let an omnibus pass by, and one of them, in so doing, accidentally slipped and fell into the lake. The cries of his companions attracted the attention of Patrolman Prescott, of the Sand Beach Station, (Tenth District,) Lake Huron, who hastened to the scene of the mishap, quickly got down on a spile, and when the man rose the second time, caught him and pulled him out. He was then conducted to the station, supplied with dry clothing from the stock received from the Women's National Relief Association, and cared for until after daylight. He informed the keeper that had not the surfman promptly arrived he would surely have drowned, as he could not swim, and the men who were with him were too old and feeble to have rendered any assistance.

November 12.—During a fresh south wind and moderate sea, at 4 o'clock in the morning, the schooner *Naiad*, of and from Chicago, Illinois, attempted to sail into Muskegon Harbor, whither she was bound, but, owing to the darkness and also to the fact that the captain was a stranger to the locality, missed the entrance and ran ashore about three hundred yards west of the Muskegon Station, (Eleventh District,) Lake Michigan. The lookout, who witnessed the accident, gave the alarm and ignited his Coston signal. The surf-boat was immediately manned and the life-saving crew were soon alongside the stranded craft. The keeper went on board and requested the master to allow a line to be run to the pier, which would prevent her from going farther on the beach. This plan was not at once acceded to, as the captain believed his vessel lost and had given directions to the crew to scuttle her. The keeper arrested him in his purpose, however, by assurances that there was no cause for immediate apprehension, as she could be easily floated with proper means. He was then landed in the surf-boat and secured the services of a tug. The latter arriving soon after daylight took a hawser which the surfmen had, in the meantime, run from the vessel to the pier, and, in thirty minutes, pulled her off without apparent damage, to the great satisfaction of the master, who thought his schooner fast for the winter. She was in ballast and carried a crew of eight men.

The wind, soon afterwards, suddenly shifted to the northwest and blew a gale for three days, which, had the craft not been promptly released, would have made short work of her.

November 13.—The patrolman of the Cranberry Isles Station, (First District), coast of Maine, at about half-past 5 o'clock in the evening, during the prevalence of a thick fog and fresh easterly wind, descried a vessel standing into danger towards the shore. He at once burned his Coston signal and hailed to put the helm hard down or she would be on the rocks. Not heeding the warning she struck on the southeast end of Little Cranberry Island, about five hundred yards east-northeast of the station. The life-saving crew speedily launched their surf-boat, pulled out and boarded the craft, and landed her crew of five men, who were lodged at the station over night. She proved to be the British schooner *Karslie*, of Saint John, New Brunswick, bound from that port to New York, with a cargo of laths, and was trying to make a harbor at the time of the accident. At low tide the surfmen again went out to her, but could not board her on account of the high sea. Early the next morning (14th), a vigorous effort was made by the station men to heave the vessel clear by running out an anchor and hawser, but the attempt failed, and they then secured her boat and the personal effects of the sailors and brought them on shore. At the suggestion of the keeper the captain procured one hundred and twenty fathoms of cable and a large anchor, and by their use, after first removing part of the deck-load, the schooner was floated at high water and taken to a safe anchorage in Cranberry Island Harbor. The life-saving crew then assisted to pump her out. The captain and owner of the vessel both highly appreciated the efficient work performed by the station men.

November 13.—During the midnight watch the south patrol of the Monomoy Station, (Second District,) coast of Massachusetts, sighted a schooner standing directly in toward the beach. He quickly burned a Coston signal, from which she took warning and tacked offshore.

November 13.—During the morning watch, between 3 and 4 o'clock, the patrol of the Tom's River Station, (Fourth District,) coast of New Jersey, saw a vessel standing dangerously near the land; he at once flashed his Coston signal, but she went ashore at a point about a mile north-northeast from the station, and two hundred yards from the beach. The vessel was boarded in less than an hour from the time she struck by the life-saving crew. She proved to be the three-masted schooner *Caleb S. Ridgway*, of Philadelphia, Pennsylvania, bound from Barren Island, New York, to Wilmington, North Carolina, with a cargo of phosphates. She carried a crew of seven men, all told. At the request of the captain the keeper returned to the shore with dispatches, which were transmitted to the owners of the vessel. Shortly before 8 o'clock signals were hoisted on the schooner, and the surfmen again boarded her, and were there met by the crew of the Chadwick's Station, which came alongside and proffered assistance. As a precaution a line was run from the stranded craft to the beach. No sooner had this been done than a small tug hauled in towards the scene, and on her arrival the station men carried out her hawser. She did not, however, have sufficient power to pull the schooner clear. The captain of the latter was then taken to the station, where he remained over night. The keeper now telephoned to the district superintendent to telegraph for a wrecking tug. The next day (14th,) five of the surfmen and one from Chadwick's Station went off to the disabled vessel and laid out anchors and cables, and hove on her during one tide, but were unsuccessful in their

attempts to free her. On the 15th she was floated by the wrecking-steamer *Rescue* and towed to New York.

November 13.—Shortly after dark of this date the lookout of the North Manitou Island Station, (Eleventh District,) Lake Michigan, discovered a vessel standing dangerously near the shore. He warned her by quickly igniting his Coston signal, when she changed her course and stood off.

November 14.—On this date the midnight patrol of the Monomoy Station, (Second District,) coast of Massachusetts, observed a lumber-laden schooner running dangerously near to the shore. Upon his making signal with a Coston light she headed off and cleared all danger.

November 14.—Shortly before daybreak the north patrol of the Seatack Station, (Sixth District,) coast of Virginia, discovered a schooner standing towards the beach into shoal water. He at once flashed his red Coston signal, when she quickly tacked and stood out of danger.

November 14.—Shortly before noon, during a brisk westerly breeze with falling snow, the keeper of the Cleveland Station, (Ninth District,) Lake Erie, in company with three of his crew took a long hawser and went on board the tug *James Amadeus*, which was dispatched to the assistance of the city garbage-scow that had broken adrift, about three miles offshore, while being towed out into the lake, and was in danger of driving on the beach. The surfmen got their line to the craft, and the latter was brought safely back into the harbor.

November 15.—Early in the afternoon of this date the small sloop-yacht *Nora*, of Bath, Maine, on her way from that place to Bucksport, in the same State, mistook the channel while attempting to go through Brown's Island Passage—her crew of two men being unfamiliar with the locality—and was obliged to cast anchor dangerously near the breakers. When she was observed from the White Head Station, (First District,) coast of Maine, she was dragging towards a reef about a quarter of a mile northwest of the station. The life-saving men quickly launched their boat and pulled out to her. The sloop's crew were found making desperate efforts to keep the craft clear of the rocks by shoving her stern off with oars. Their small boat was full of water, and they were powerless to extricate themselves from their perilous situation. The surfmen speedily ran out an anchor, and then kedged the yacht clear of the ledges, made sail, and took her into Seal Harbor, where they left her to continue her cruise. The prompt work of the station crew undoubtedly saved the sloop from disaster, for, had it not been for their timely assistance, she would soon have been dashed to pieces against the rocks.

November 15.—The north patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, burned a Coston signal soon after midnight, and thus warned off a steamer which was in danger of running on Ship Shoal.

November 15.—Shortly before 9 o'clock at night a surfman of the Vermillion Point Station, (Tenth District,) Lake Superior, while on patrol, about a mile west of the station, discovered a vessel running towards the shore. There was a fresh northwest wind at the time with thick snow-squalls. The patrolman fired a red Coston light as a warning, but as the craft seemed difficult to manage she did not at once go off. On flashing a second signal, however, she changed course as quickly as possible and stood out into the lake.

November 15.—In the afternoon of this date, while the keeper and a surfman of the Grand Haven Station, (Eleventh District,) Lake Michigan, were returning from a visit to the north patrol post, they found the body of a drowned man floating in the surf. They pulled it out on

the beach and immediately notified the coroner, who took charge of the remains. No marks or papers were found to lead to identification.

November 16.—The morning patrol west from the Smith's Point Station, (Third District,) coast of Long Island, New York, warned off by Coston signal, just before daybreak, a vessel which was dangerously close to the shore. Upon seeing the signal she immediately went about and escaped disaster.

November 16.—The patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, at 3 o'clock in the morning saw a vessel standing in towards the shoals. He burned a Coston signal, when she at once changed her course and stood offshore.

November 16.—Two of the surfmen belonging to the Ocracoke Station, (Sixth District,) coast of North Carolina, went off to the schooner *Hattie Lollis*, of Wilmington, Delaware, which was anchored in the inlet, and assisted to take ashore and bury a man who died on board the previous night.

November 16-20.—On these days the crew of the Oswego Station, (Ninth District,) Lake Ontario, searched for the body of Matthew Gorman, who was knocked by a locomotive from the railroad bridge on the first-named date and drowned in the river, but they did not succeed in recovering it. The remains were not found till the following spring, (April 3d,) when they were discovered by the keeper of the Salmon Creek Station near the mouth of a small stream emptying into the lake.

November 17.—The north patrol of the Smith's Island Station, (Fifth District,) Virginia, at 2 o'clock in the morning saw a steamer in danger of running ashore. He at once warned her by Coston signal, when she changed her course and went clear.

November 17.—Shortly before 6 o'clock in the evening the patrol of the Two Heart River Station, (Tenth District,) Lake Superior, observed two lights up the beach about five miles distant. The life-saving crew launched their boat and rowed to the scene and found a man on the shore who had lost his way and was without food. He was taken to the station and cared for until the following morning when he left for his home in Sault Ste. Marie. Before going, however, he gave a letter to the keeper expressive of his gratitude for the assistance and kind treatment he received, saying that he would certainly have perished had not his signal fires been promptly answered.

November 17.—In the watch between midnight and 4 o'clock in the morning, during a fresh southeast blow and rainy weather, the patrol of the Humboldt Bay Station, (Twelfth District,) coast of California, flashed a vessel standing towards the beach and in danger of stranding, flashed his Coston signal, when she at once went about and stood offshore.

November 19-21.—On these dates the crews of the Seabright and Long Branch Stations, (Fourth District,) coast of New Jersey, rendered assistance to four imperiled yachtsmen under the following circumstances: The sloop-yacht *Butler*, of New York, with four persons on board, left Brooklyn on Tuesday, November 17th, on a fishing-excursion, and ran down as far as Rockaway, but not meeting with success they started for the fishing-banks off Long Branch. All went well until Thursday afternoon, (19th,) when the wind, which up to that time had been light and favorable, suddenly hauled to the north-northeast, and a storm broke upon them with such force as to carry away part of their sail. They then tried to beat back to Sandy Hook, but their efforts proved unavailing, although they twice got as far to windward as the Highlands. They were successively driven back by the heavy seas and

strong southerly tide, and at last had to take in sail. The yacht was observed in this precarious situation about a mile to the northward and eastward of the Seabright Station, and apparently heading for the beach. The patrol at once reported the fact to the keeper and preparations were made for manning the life-saving apparatus. In the mean while it was noticed by the lookout on the house that the sloop was going in a more southerly direction than at first supposed, and would be likely to pass the station. The time was now about 4 o'clock, with the weather more threatening, and darkness coming on. It was, therefore, decided to launch the surf-boat and go to the craft's assistance. After a hard and tedious pull, against a strong wind and in a rough cross-sea, the life-savers succeeded in reaching her, and offered to take ashore those on board. Three of the men resolved to remain by the yacht, believing that she would ride out the gale in safety; the other one, who was sick, came off with the surfmen and was taken to the station, where he was provided with supper and lodged until the next morning, (20th,) when he took the train for New York, very grateful indeed for the kind attentions shown him. The yacht pursued her course down the coast, and with difficulty was brought to an anchor about three hundred yards south of the Long Branch Pier. She was watched during the night by the several patrolmen of the Long Branch Station. At 7 o'clock the following morning (20th,) the wind commenced to blow hard from the northeast, and, fearing the sloop might part her cable and be driven through the breakers and wrecked, the keeper and three of his crew procured a ladder and lines and went on the end of the pier and called to the yachtsmen to take to their small boat and row to the landing. This they did and were pulled up safely on the pier. They were found to be very cold and fatigued, and were taken to the station and given a warm meal. They remained with the life-saving men until the morning of the 21st, when the wind having changed they were put on their yacht, which soon got underway for home.

November 19.—The cat-boat *Willie H.*, of Patchogue, New York, while on her way from Sea Isle City to Millville, New Jersey, in ballast, anchored about three hundred yards from the Delaware Bay shore inside of Cape May. At 4 o'clock in the afternoon the wind freshened from the northwest and caused her to part her cable and drift on the beach, at a point about a mile northwest from the Cape May Station, (Fourth District,) coast of New Jersey. She worked so high up that her crew of two men were enabled to leap safely ashore. The life-saving crew, noticing the boat in her plight, went promptly to her assistance. After two hours of indefatigable labor, during which the men became completely drenched and much chilled, they at last succeeded in getting her clear of the beach, and moved her, by means of a track-line, to a harbor known as Hughes' Jetty, about fifty yards from where she stranded. She doubtless would have soon gone to pieces had it not been for the prompt action of the surfmen. The captain highly appreciated the services rendered and was very thankful for the safety of his boat.

November 19.—The lumber-laden schooner *Peoria*, of Milwaukee, Wisconsin, while on her way from Sturgeon Bay, in that State, to Chicago, Illinois, in tow of the steam-barge *Thomas H. Smith*, was overtaken by heavy northerly weather, and, when off Grosse Point, some thirteen miles from her destination, parted her tow-line. Having only four men on board she was obliged to continue her voyage under short sail. In trying to make port, at about 1 o'clock in the morning of this date, she was thrown to leeward of the harbor entrance and struck the breakwater,

head on, four hundred yards east of the Chicago Station, (Eleventh District,) Lake Michigan. The lookout witnessed the accident and at once sounded the alarm. In twenty minutes the life-saving crew were alongside the vessel and found her pounding against the pier, though an anchor which had been let go kept her somewhat clear and prevented serious damage. The station men, after taking in the situation, pulled back with all haste into the harbor, roused the crews of several tugs, and requested their immediate assistance. Returning to the scene of the mishap two of the surfmen swung themselves from the pier on board by means of a line made fast to the vessel aloft. The pumps were tried, but it was ascertained that she was not leaking. About this time a tug arrived. A hawser was soon run to the distressed craft, her anchor-chain was slipped, and she was towed safely inside, one of the life-saving men standing by the wheel as she entered between the piers, while the other assisted to clear up the head-gear, which had suffered complete wreck. The following day the station force swept for and recovered the schooner's anchor.

November 19.—Early in the morning of this date a small sloop, hailing from Holland, Michigan, with two men on board, dragged ashore in the harbor, during a strong northwest wind, about five hundred yards from the Milwaukee Station, (Eleventh District,) Lake Michigan. The keeper took his men, and, by means of lines and tackles, hove the craft afloat, to the great satisfaction of the captain, who warmly thanked the life-saving crew for their services.

November 20.—At about half-past 9 o'clock in the morning, owing to a strong current and baffling winds, the schooner *Carrie May*, of South Thomaston, Maine, bound home from Saint George, in the same State, struck on a ledge in Weskeag River, about four miles northeastward from the White Head Station, (First District,) coast of Maine. She was in ballast and had a crew of three men. The vessel was not visible from the station, being hidden from view by intervening trees and hills. In the afternoon the captain of the craft brought the news of the mishap to the keeper and requested the assistance of the life-saving crew. The latter at once launched their boat and set out for the scene of the accident, arriving there at about half-past 6 o'clock in the evening. The surfmen ran out a kedge and hawser and hove the vessel's bow off the rocks. It was then high water, and lacked about two feet of enough to float her stern. Another anchor, with a long scope of chain, was laid out ahead, and, by heaving on both anchors at the same time, the schooner was worked clear of the ledge. The weather being calm, the station men took her in tow and moored her alongside of Jameson's wharf, after which they returned to the station, getting back about midnight.

November 20.—Near sunrise on this date the lookout of the Gull Shoal Station, (Sixth District,) coast of North Carolina, descried a small schooner ashore in Pamlico Sound, about five miles and a half from the station. The weather was stormy at the time with the wind freshening from the north-northwest. At 8 o'clock she set a signal of distress and the keeper, with four of the life-saving crew, manned a skiff and beat off to her. She was found lying in a bad position with the seas breaking continuously over her. The surfmen laid out the vessel's largest anchor, and after six hours of arduous labor succeeded in heaving her clear of the shoals. They were assisted in the performance of this work by two men from the Chicamcomico Station and also by two citizens who resided in the neighborhood. The schooner was the *Missouri Ann Luther*, of New Berne, North Carolina, bound from Elizabeth City to

Chicomico, in the same State, with a cargo of lumber and groceries, and having eight persons on board, five of whom were passengers. One of the latter, who was bound for Ocracoke, was landed on the beach by the life-saving crew before they returned to their quarters.

November 21.—The schooner *Ella Jane*, of Port Jefferson, Long Island, while on her way from Cold Spring Harbor to Port Jefferson with a cargo of brick, sprung a sudden leak, and rapidly filling with water capsized in Long Island Sound, about a mile to the eastward of the Eaton's Neck Station, (Third District.) The accident occurred at 11 o'clock in the day, the cargo, which was all on deck, spilling overboard. She was immediately discovered by the station crew, who put off without delay to her assistance. By the time they arrived her crew of two men had taken to their yawl, but finding them without oars the station-boat took them in tow to a small fishing steamer in the offing, on which they took passage round into Northport to telegraph for help in getting their vessel into port. The two men subsequently came down the Neck to the station, and a few hours later, (10 P. M.) when the steamer *Nonowantuck* arrived, they were put on board and the steamer piloted to the capsized schooner by the keeper. The schooner was at once taken in tow to Port Jefferson. It should be stated, also, that the station crew recovered several articles that had floated away from the schooner when she went over, besides rendering other assistance of a minor nature.

November 21.—Just before sunrise the south patrol of the Indian River Inlet Station, (Fifth District,) coast of Delaware, burned a Coston signal to warn a vessel which was standing in too near the shore. The captain saw and heeded the warning, and stood off to sea.

November 22.—In the forenoon two men who were bound, in an open surf-boat, from Ocean Beach to Cape May City, coast of New Jersey, stopped at the Peck's Beach Station, (Fourth District,) saying that they were entirely out of provisions, having been on the way since the 18th, and were in want of food. They were furnished with something to eat and sheltered over night. The next day they resumed their journey.

November 22.—An old pile-driver that had been hauled out on the beach near the Sturgeon Point Station, (Tenth District,) Lake Huron, would have been set adrift by the heavy seas and high water washing away the sand from under it, had not the life-saving crew promptly gone to the craft and secured it with chains. The keeper then notified the owner regarding the circumstance.

November 23.—The schooner *Peacedale*, of Newport, Rhode Island, while on a voyage from Philadelphia, Pennsylvania, to Narragansett Pier, Rhode Island, with a cargo of coal, encountered a severe north-east gale, which rent her sails in shreds and otherwise disabled her. After working her off and on as best he could, hoping that a change of wind might enable him to reach Sandy Hook, the captain, finding the storm increasing and that his men stood in imminent danger of being washed from the decks by the heavy seas, squared away and beached his craft opposite Ocean Grove, about a mile and a quarter to the northward of the Shark River Station, (Fourth District,) coast of New Jersey. She struck between 8 and 9 o'clock in the morning, of this date, and remained fast eighty yards from the shore, the heavy breakers sweeping completely over her. The crew, in the meantime, had taken to the rigging. The singular movements of the vessel were observed before she stranded by the life-saving crew of the above-named station, and also by the men at Deal Station, to the northward, both of which

immediately made preparations to go to her assistance. The latter arrived first at the scene of disaster, hauling their apparatus along the plank-walk on the beach. The gun was at once placed in position, and the first shot sent the line over and against the jib-stay, where the sailors grasped it and soon had the whip and hawser on board and properly secured. The station men from Shark River labored under the disadvantage of having to advance along the shore in the teeth of a driving wind and rain storm with the sand blowing in their faces. Part of them had to retrace their steps and take the apparatus-cart (which was provided with a team of horses engaged of a neighbor) over a circuitous route of more than four miles, in order to reach the wreck. They arrived just as the shot was fired, and both crews now worked energetically together in running and operating the lines. One by one the imperiled seamen, drenched and chilled to the bone, were hauled through the breakers, in the breeches-buoy, by the stout arms of the surfmen. As each one reached the shore, the excited villagers, who had assembled in large numbers on learning of the shipwreck, gave a ringing cheer. In half an hour's time the schooner's crew of five men were safely landed and taken to the Asbury Hotel, the proprietor having kindly offered them the hospitality of his house. The prompt and efficient services of the life-savers on the above occasion are deserving of high commendation. The vessel and cargo became a total loss. The following is an extract from a complimentary letter subsequently received by the district superintendent from the master of the schooner:

"NARRAGANSETT, RHODE ISLAND, *December 14, 1885.*

* * * * *

"I wish to say that I return my heartfelt and sincere thanks to Life-Saving Stations Nos. 6 and 7 for their brave and noble services rendered to us in time of peril and distress. They all worked bravely and well, each one knowing his individual duty and each one executing it with much ability. Thanks are but feeble expressions to offer for such services, but I hope they will be an acceptable tribute, and prove a source of encouragement to the brave workers in future times of peril.

"Most respectfully yours,

"CHAS. H. ARNOLD.

"JOHN G. W. HAVENS,

"Superintendent Life-Saving Stations, Fourth District."

November 23.—The patrolman of the Cedar Creek Station, (Fourth District,) New Jersey, found, in the forenoon, a boat adrift filled with water. It was bailed and hauled out on the beach. Eight days later it was found to be the property of the schooner *Ellicood Harlow*, and was taken to New York by the owners.

November 23.—During the prevalence of a strong northeast blow, at about 8 o'clock in the morning, a schooner lying at the pier, near the Fairport Station, (Ninth District,) Lake Erie, parted her mooring-lines, drifted amongst some short piles, and was in danger of being stove. The life-saving crew pulled to the vessel's assistance in the surf-boat, and with lines hauled her to a place of safety. They also moved a large lighter, that was pounding heavily against the wharf, up the river beyond reach of the seas.

November 24.—A strong northeast wind that increased to a gale, and continued for several days, caused an unusual high tide and heavy sea along the New Jersey coast, and at Seabright many of the summer cot-

rages near the beach were in imminent danger of being undermined and washed away. The south patrol of the Seabright Station, (Fourth District,) early in the morning of this date, discovering that the water, which was rising very fast, had already reached some of the foundations, at once reported the fact to the keeper. It was very dark at the time, blowing hard and raining. The life-saving crew proceeded to the scene as speedily as possible, and set to work removing the furniture from the structure, which they found in greatest jeopardy. Their labors were not more than half completed when the house began to settle, and in a few moments bodily tumbled into the sea, and became a total wreck. A number of the crew barely escaped with their lives by quickly jumping from the veranda as the building toppled over. Another cottage near by fell with a crash after the surfmen had succeeded in saving about two-thirds of its contents. The station men then turned their efforts to the removal of the furniture in ten adjacent buildings, which were likewise threatened with the encroachment of the sea. The foundations of several were nearly washed out, but before farther damage could be done the tide fortunately receded. The crew, thoroughly drenched and tired, shortly after 12 o'clock returned to their quarters for breakfast, having had nothing to eat since the previous night. The following day the owner of the cottages that were destroyed arrived from New York and expressed himself as deeply grateful for the action of the life-saving men in saving what property they did.

November 24.—For an account of the wreck of the British ship *Malta* near the Shark River and Spring Lake Stations, (Fourth District,) coast of New Jersey, and the drowning of one of her crew, see page 25.

November 24.—At about sunrise, the crew of the Cape Henlopen Station, (Fifth District,) coast of Delaware, discovered a large steamer, inward bound, inside the Hen and Chickens Shoal, steering a course which must in a short time have put her ashore. She was running, as it were, into a pocket. The International Code signal J. D., ("You are standing into danger,") was quickly hoisted at the station, when the vessel, taking warning by it, after some difficulty, owing to the close quarters she was in, succeeded in backing out, and passed around on the easterly side of the shoal all right.

November 24.—Shortly after dark, during a fresh northeast breeze, the patrol of the Middle Island Station, (Tenth District,) Lake Huron, while making the circuit of the island, discovered a schooner standing into danger towards the Can Buoy Shoal. He fired his Coston signal as a warning, when she at once sheered off, stood for the channel, and came to in a sheltered anchorage. The timely action of the surfman undoubtedly kept the vessel from stranding.

November 24.—In the afternoon of the preceding date the schooner *Lottie Carson*, of San Francisco, California, dragged her anchors in Humboldt Bay, during a strong southeast gale, and went ashore on the north spit, a quarter of a mile north-northeast of the Humboldt Bay Station, (Twelfth District,) coast of California. She was bound from Eureka to San Pedro with a cargo of lumber and had a crew of eight men. The surfmen at once boarded her, but all efforts to float the vessel at that time proved unsuccessful on account of the heavy weather and low tide. Early in the morning of this date they again went to her assistance, and with the aid of a tug, managed to get her off during the forenoon, without apparent damage.

November 24.—During the same southeast gale the schooner *Fanny Dutard*, of San Francisco, California, likewise bound with a cargo of lumber from Eureka to San Pedro, was also driven ashore, with her

anchors down, about a mile to the northward of the Humboldt Bay Station, (Twelfth District,) coast of California. She had a crew of eight men all told. After floating the *Lottie Carson* the surfmen removed a portion of the deck-load of the *Fanny Dutard*, and manned the pumps, as she was leaking badly. At 11 o'clock, the tide being unusually high, she was hove clear, not having sustained injuries sufficient to prevent her from continuing her voyage.

November 24.—Shortly before noon the schooner *Annie Gee*, of San Francisco, California, (that went ashore February 10th of the previous year while attempting to tow out over Humboldt Bar, and was reported as a complete wreck,) drifted off the spit about a mile southwest of the Humboldt Station, (Twelfth District,) coast of California, and turned over on her side. The life-saving crew succeeded in reaching her with the surf-boat and in making a line fast to the stern and running it to a tug, notwithstanding the heavy seas that were continually sweeping over her, but as the hawser parted several times it was impossible to keep the craft from drifting ashore, where she again became hard and fast. On December 11th the vessel was raised by the owners and subsequently repaired.

November 25.—Shortly before noon a surfman belonging to the Bay-head Station, (Fourth District,) coast of New Jersey, found the dead body of a man washed up on the beach. It proved to be a drowned sailor from the ship *Malta*, that was ashore six miles north of the station. The remains were properly cared for. For an account of this wreck and of the man's death see page 25.

November 25.—In the afternoon of this day, while a workman was being conveyed to the Little Beach Station, (Fourth District,) coast of New Jersey, across Big Bay in a sail-boat, one of the crew, Mathis by name, was accidentally knocked overboard by the swinging of the boom. His companions succeeded in pulling him out of the water and getting him on board again. Mathis was afterwards taken to the station, where he was furnished with food and lodging for the night and with dry apparel, donated by the Women's National Relief Association. The clothing was subsequently returned, in good order, to the station.

November 25.—During the night the patrolman of the San Luis Station, (Eighth District,) coast of Texas, discovered a steamer standing in danger and warned her off with a Coston signal.

November 26.—Early in the morning of this date a partly dismasted brig, with a small tug lying near her, was seen about four miles east of the Deal Station, (Fourth District,) coast of New Jersey. The tug was attempting to tow the craft into port, but, after several ineffectual trials to make headway against the high sea and strong wind prevailing, she left her charge and stood to the northward. The keeper of the station at once telegraphed to the Merritt Wrecking Company to dispatch one of its large steamers to the vessel's assistance. When the former arrived the brig had drifted southward off Point Pleasant, and was several times in great danger of going ashore. She was taken in tow, and proceeded with to New York Harbor. Between 10 and 11 o'clock the brig was also seen off the Shark River Station, and the keeper there likewise telegraphed for a tug.

November 26.—During the watch between sunset and 9 o'clock at night, the patrolman of the Gull Shoal Station, (Sixth District,) coast of North Carolina, saw a vessel, through the haze, in dangerous proximity to the beach, and at once burned his Coston signal. She heeded the timely warning, and immediately went about and stood off shore.

November 27.—While trying to work out of Seal Harbor, at about 7 o'clock in the morning, the schooner *Para*, of Machias, Maine, misstayed and ran on Allen's Ledge, about a mile to the northward of the White Head Station, (First District,) coast of Maine. She was bound from her home port to Boston, Massachusetts, with a cargo of lumber, and had five persons on board, including one passenger. The life-saving crew went out to the vessel soon after she struck, and found her lying broadside to the wind, with her stern about two feet out of water. They ran out a kedge and hove her round in an easier position, head to the wind. The surfmen then lashed two boats together and carried out her sheet anchor, with forty fathoms of chain, and planted it well to windward. On the flood tide she was hove off the rocks and kedged into deep water. Sail was set, and the keeper piloted the schooner, clear of all obstructions, to where she was enabled to proceed safely on her voyage. The fact that the vessel was standing on her course, under full sail, just four hours after she struck, without having sustained apparent injury, attests the prompt and dexterous work of the station men.

November 27.—About twenty minutes after the return of the crew of the White Head Station, (First District,) coast of Maine, from assisting the *Para* in Seal Harbor, the keeper received information that the *Carrie May*, of South Thomaston, Maine, the schooner relieved on the 20th, was in a dangerous position among the ledges in Weskeag River. The station men at once launched their boat, and, after a tiresome pull of four miles against a strong northeast wind, reached the vessel and boarded her. She was on her way out of the river, bound for Portland, Maine, with a cargo of granite. Again falling in with baffling winds, the schooner was obliged, on account of the strong current, to come to an anchor among the rocks, whence her crew of three men were unable to extricate her. She had about two feet of water under her and was in danger of striking bottom on the ebb tide. As no time was to be lost the surfmen quickly went to work, ran out an anchor, and kedged her a safe distance from the ledges. They then hoisted her sails and piloted her to a good anchorage in Seal Harbor, where her canvas was snugly furled. The life-saving crew received the hearty thanks of the captain for their services.

November 27.—Early in the morning of October 14th, during a strong westerly wind and rough sea, the schooner *Melville*, of New Berne, North Carolina, light, and with no one on board, fouled her anchor and dragged ashore in Pamlico Sound, about three miles and a half north of the Cape Hatteras Station, (Sixth District,) coast of North Carolina. The mishap was not observed from the station on account of a thickly wooded bluff that intervened. The captain of the vessel concluded to let her remain where she stranded until the weather became more favorable for getting her off. In the morning of this date, (November 27th,) at the request of the owner, the life-saving crew went to the schooner and, by diligent work, succeeded in moving her to a position where the flood tide floated her.

November 27.—The south patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, shortly after dark of this date, heard a steamer blow four successive whistles near the outlying reefs. He at once flashed his Coston signal, when the vessel stood offshore into the lake, clear of all danger.

November 27.—The day watch at the Shoalwater Bay Station, (Twelfth District,) Washington Territory, found, in the afternoon, a dead body on the beach, which proved to be the remains of a man who had been

buried several months before, the high tide having washed out the grave. The body was properly disposed of by the crew.

November 28.—At 6 o'clock in the evening, during a moderate west-southwest wind with clear weather, the three-masted schooner *Moses Webster*, of Rockland, Maine, stranded on Shovelful Shoals, off the south end of Monomoy Island, Massachusetts. While standing through the channel that leads from Nantucket Sound, on her way to Boston, the position of the light-ship had been mistaken and the vessel ran to the northward of the true course and was carried upon the shoal by the strong set of the current. The south patrol of the Monomoy Station, (Second District,) discovered her at about half-past 10 o'clock and at once hastened back to the station, some four miles distant, and alarmed his fellow-surfmen. The latter launched their boat at midnight and reached the craft an hour afterward, at nearly low water. She was found a half mile from the land, in an easy position, and not leaking. As nothing could be immediately done to move her, the station men, after waiting on board until 8 in the morning, (29th,) returned ashore with dispatches for the captain. Before going, however, they laid out a kedge-anchor and assisted in furling the sails. It was expected that a tug and a lighter, which had been telegraphed for, would arrive early the following day. The wind, meantime, veered to the eastward and by the latter part of the night commenced to blow hard. At daylight on the 30th, there being indications of an approaching storm, the life-savers thought it advisable to board the vessel again, as the wrecking-party had not yet arrived. Accordingly the boat was transported, with no little difficulty, over the soft, yielding sand, and launched a second time from the inside beach, and by 8 o'clock the crew were alongside the schooner. She was still tight, but pounding heavily on the shoal. The head sails were set in hopes of swinging her bow round and working her off under a full spread of canvas, but the attempt proved futile. In the forenoon two tugs and a lighter arrived and took charge of the operations. The surfmen returned to their quarters, having a long and arduous pull of several miles against the wind and current. The wreckers left the stranded craft at noon and did not again put in an appearance until late the next day, (December 1st.) The wind continued in violence during the night of the 30th, causing a heavy sea to make up, and it was predicted the schooner would either be driven off or fill with water, but as she was high up on the shoal the crew were considered in no danger so long as they remained on board. After daylight (December 1st,) it was seen that she had bilged and at about 9 o'clock a signal of distress was displayed in the mizzen rigging. It was now blowing a gale with a high sea running, and it was feared that difficulty would be experienced in getting to her. The life-savers on their way to the wreck spoke the schooner *Lizzie*, of Gloucester, which was at anchor off the beach, and asked the captain if he would run down and assist them in rescuing the imperiled crew. He willingly agreed to the request and at once commenced to get his craft under way. The surfmen, after a number of hardy attempts, found it impossible to get alongside the stranded vessel, as the waves were constantly breaking with great force against her sides and dashing over the decks. The sailors were, therefore, directed to swing out the main-boom to its farthest extent so they could drop from the end into the boat, as the latter came underneath. In this way four of the crew were taken off and transferred to a boat, that had put out from Monomoy Point in charge of Captain Mallows. The remaining four were rescued in the same manner and conveyed aboard the schooner *Lizzie*, which by this time had reached the

scene. Captain Silva, of the last-mentioned vessel, kindly volunteered to take all hands back to the station, and thanks are specially due to both the captains named for their willing and valuable services on this occasion. The castaways were temporarily furnished with dry clothing from the stock donated by the Women's National Relief Association, and sheltered until the following afternoon, (December 2d,) when the life saving crew succeeded in boarding the wreck and saving their personal effects. They then left on one of the wrecking-tugs for Hyannis. The *Moses Webster* was bound home from Caibarien, Cuba, laden with sugar. The vessel and cargo became a total loss. The work of rescuing the endangered people was a difficult and hazardous undertaking, and the excellent performance of the station men, while eliciting praise, is also illustrative of their ever-readiness to encounter peril when human life is in jeopardy.

November 28.—At 9 o'clock at night a steamer that was running dangerously near the land was warned off by a surfman belonging to the Cape Disappointment Station, (Twelfth District,) Washington Territory, who flashed his red Coston light in time to prevent an accident.

November 29.—During the watch from midnight to 4 o'clock in the morning the east patrol of the Lewes Station, (Fifth District,) coast of Delaware, sighted a large three-masted schooner standing in towards Cape Henlopen and almost ashore. He quickly flashed a Coston signal as a warning of danger, when she at once came to anchor and lay there until the tide turned. The signal no doubt saved her from running ashore.

November 29.—A vessel running too near the shore at Assateague Beach Station, (Fifth District,) Virginia, was warned off by the patrol flashing a Coston signal during the first night watch. She went clear.

November 29.—While two of the surfmen of the Charlotte Station, (Ninth District,) Lake Ontario, were rowing up the Genesee River near Hanford's Landing, about four miles from the station, their attention was attracted by calls for help. Turning in the direction whence the cries came they discovered a man struggling in the water and clinging to a capsized skiff. They immediately went to his assistance and succeeded in rescuing him from his perilous situation. It appeared that he had just launched his boat and, while standing in it, slipped and lost his balance, overturning his craft and falling into the stream. The timely presence of the life-saving men doubtless saved him from drowning.

November 30.—At about 6 in the morning, the weather being cloudy, with a fresh northeasterly breeze, the schooner *Mollie Porter*, of and from Booth Bay, Maine, for New York, loaded with salt fish, and having a crew of five men, struck on Catumb Rock, at the entrance of Fisher's Island Sound, a mile and a half southwest of the Watch Hill Station, (Third District,) coast of Rhode Island. She was speedily discovered by the patrol and by half-past 7 the life-savers were alongside in their boat. Finding that the crew had already run out a kedge and were endeavoring to heave the schooner off, the station men lent their assistance. As the vessel had gone on at high water and the tide was then falling, it was found impossible to move her. The captain was therefore conveyed in the surf-boat to Stonington, three or four miles distant, for the purpose of telephoning to New London for the aid of a wrecking-tug and a lighter, after which they returned on board. By the time the wreckers could arrive, soon after noon, the schooner had bilged, and the sea was so rough that it was impossible for the tug or the lighter to lie alongside. All hands therefore set to work stripping

the schooner of her sails and rigging, which were put on board the tug, together with the yawl and a few barrels of fish, and sent to New London. Three of the sailors also took passage on the tug, while the captain and the mate, with their baggage and a few more barrels of fish, the balance of what had been saved, were conveyed to the station. The two officers remained at Watch Hill with the station crew for two days, or until the vessel broke up and nothing more could be recovered.

November 30.—Shortly after 7 o'clock in the evening the patrol, when about two miles north of the Long Branch Station, (Fourth District,) coast of New Jersey, saw a steamer running too close to the beach for safety, and warned her off by flashing his Coston light.

November 30.—Shortly after 6 o'clock in the evening, the north patrol of the Holly Beach Station, (Fourth District,) coast of New Jersey, reported a schooner ashore about a mile and a half from the station. The wind was blowing strong from the north-northeast, the weather was hazy, and the sea high and stormy. No time was lost in getting the surf-boat to the scene of the accident. The night was so intensely dark that the keeper caused a fire, of kerosene and tar, to be built on the beach, to make light enough to enable him to proceed with the work of rescue. When the life-saving crew arrived on the beach, opposite the wreck, they could hear, above the roar of the angry breakers, the agonizing cries for help of those on board. On account of the heavy surf rolling in the first attempt to reach the vessel proved fruitless, the boat, when within hailing distance, being beaten back by the tremendous force of the waves. The distressed crew were told not to despair, but to hold on to the last. On the second undertaking, at about a quarter-past 7 o'clock, the sturdy life-savers managed, with consummate skill and at great personal risk, to board the stranded craft. The sailors had been compelled to take refuge in the rigging, as the vessel had bilged and was fast going to pieces. The work of liberation did not come a moment too soon. All the people from the schooner, five in number, were safely landed, drenched to the skin, as were also the surfmen. The rescue was an act of great daring and heroism, and had it not been for the prompt assistance rendered all hands would undoubtedly have perished. The vessel proved to be the *E. H. Williams*, of Haddam, Connecticut, bound from Philadelphia, Pennsylvania to Middletown, Connecticut, with a cargo of coal. Before daylight of the morning following the disaster she was completely broken up. The castaways were taken to the station, were provided with dry clothing and warm food, (the former being furnished from the supplies donated by the Women's National Relief Association,) and were sheltered and cared for during a period of three days, the captain remaining nearly a week longer. The following commendatory letter was sent to the General Superintendent:

“SIR: I wish to tender my thanks to the United States Government for its well-organized system for saving the lives of distressed mariners. By my helmsman mistaking the course given to him my vessel was run on shore near the Holly Beach Station on November 30, 1885. The weather was hazy and the sea very high at the time. Five minutes before I struck I saw a Coston signal discharged by the patrol on the strand, but the vessel was then so near the bottom that she would not steer, and soon afterward went ashore and immediately commenced breaking up. In about an hour after we struck I found the life-saving crew alongside ready to take myself and crew out of the rigging, as the vessel had bilged and the sea was making a clean breach over her. Our yawl-boat was stove and carried away by the first sea that swept over

us. All wet and cold we were landed and provided with food and clothing. Wishing to express my gratitude in behalf of myself and crew to Captain Downs and his men for their services, I remain

"Yours truly,

"D. C. RUSSELL,

"*Master of Schooner E. H. Williams.*"

"S. I. KIMBALL, Esq.,

"*General Superintendent U. S. Life-Saving Service.*"

The following extract is taken from a letter received by Keeper Downs from the mother of one of the survivors:

"WESTBROOK, CONNECTICUT, December 11, 1885.

"DEAR CAPTAIN: Please accept my deep gratitude and kindly thanks for the timely rescue of the men from the wrecked schooner *E. H. Williams*. I always take a heartfelt interest in all seamen, and especially in the brave and noble ones who so often risk their own lives for the safety of their fellow-men. May Heaven bless you all is the wish of one who will ever remember the heroism of yourself and crew on the night of November 30.

"Very truly yours,

"Mrs. C. W. BOONE.

"Capt. FRANK DOWNS,

"*Keeper of Holly Beach Life-Saving Station.*"

November 30.—At 1 o'clock in the morning, during the prevalence of a fresh northeaster, with a high sea and rainy weather, the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, discovered a steamer very near the outer bar, and in danger of running ashore. He instantly gave warning to her by flashing a red Coston light. The vessel at once changed her course, but not in time to avoid fetching up on the edge of the bar. She remained aground for some little time, but before the station crew could arrive she floated off. It was fortunate the patrol saw her, as a short distance further ahead lay a dangerous shoal, upon which she would have struck hard and fast, the changing of her course in response to the signal being all that saved her.

December 1.—The patrol of the Hunniwell's Beach Station, (First District,) coast of Maine, who had the watch between 8 o'clock and midnight, discovered a steamer standing too close inshore for safety, and burned a red Coston signal to warn her of her danger. She immediately changed her course and kept off outside of Seguin Island light.

December 1.—At about 11 o'clock on the night of November 30th, during the prevalence of a fresh northerly gale with thick weather, the bark *Harkaway*, of London, England, carrying a crew of fourteen men, bound from Trapani, Sicily, to Gloucester, Massachusetts, with a cargo of salt, stranded on the coast of North Carolina, about a quarter of a mile northeast of the Caffey's Inlet Station, (Sixth District.) She was discovered by the patrol almost as soon as she struck, although the distance was so great that she appeared only as a dark object through the fog, her lights being scarcely visible. The fog was in fact so thick that it was impossible to make out her rig. As the surf was very rough and dangerous the keeper decided not to attempt anything with the boat and therefore ordered out the beach-apparatus. The men arrived on the scene at half past 11. They saw at once that the vessel lay too far off to effect line communication, and as the tide was rising and there was a probability of her soon driving in over the outer bar it was re-

solved to wait until that time before doing anything. In the meantime signals were made and a fire built on the beach to let the people know that their situation was understood. The anticipations regarding the vessel proved correct, as at a quarter-past 2 in the morning (December 1st,) she was driven in to the inner bar, where she fetched up about two hundred yards from the shore. As soon as this occurred the gun was placed in position, and with the first fire the shot-line was dropped on board. The whip was then bent on and sent off, but when they came to attach the hawser and haul it out to the vessel the whip was found to have fouled some wreckage in the undertow in such a manner as to make it practically useless, the men being unable to budge it one way or the other through the block, which was fast on board. Here then was a dilemma impossible to be overcome in the darkness, and another delay was imposed upon them, it being necessary to suspend further operations until daylight. Fortunately for those on the bark the tide had begun falling and there was no danger of her breaking up for some hours at least. While the men were thus waiting they were joined by the patrols of the adjacent stations, at Poyner's Hill and Paul Ganiel's Hill, to the north and south respectively. At 4 o'clock one of the men was dispatched back to the house to telephone for the crews of those stations, but owing to the atmospheric conditions, which affected the instruments, he could only communicate with Poyner's Hill, the crew of which promptly responded to the call. In the meantime, also, the surf-boat and other appliances, in addition to the beach-apparatus, were gathered upon the scene to meet any emergency that might arise. When the day dawned another line was thrown over the bark, and although the strong current made it hard and tedious work the gear was at last rigged and everything was ready for the rescue. It was then half-past 8. By the time the breeches-buoy had made two trips District Superintendent Poyner arrived, and subsequently several fishermen and members of the Paul Ganiel's Hill crew, all of whom rendered good service, their aid being especially valuable on account of the difficulty of keeping the lines from fouling while being drawn through the surf. The actual work of rescue took them fully two hours, the last man not reaching the shore until half-past 10, the bark by that time having fallen over almost on her beam ends. The sailors were taken to the station and made comfortable, the rescuing party, during the remainder of the day, busying themselves in recovering the property washed up from the wreck. The bark and her cargo were a total loss. The captain proceeded without delay to Norfolk, but the rest remained at the station four or five days. The mate, upon his departure, left the following acknowledgement:

"Regarding the disaster to the English bark *Harkaway* on the 1st of December, 1885, at Caffey's Inlet Life-Saving Station, it gives me much pleasure to testify that the keeper and crew handled the apparatus with great skill and judgment, or else all hands of the wrecked vessel would have perished in the heavy surf. They have my deepfelt thanks.

"W. EICHLER,

"Chief Mate of Bark *Harkaway*."

December 1.—The patrol of the Nag's Head Station, (Sixth District,) coast of North Carolina, going south, at about 11 o'clock at night, promptly warned off, by means of his Coston signal, a steamer that was in danger of running ashore. The weather was thick and rainy at the time and the vessel was standing too close to the beach for safety.

December 1.—Shortly before dawn the patrol of the San Luis Station, (Eighth District,) coast of Texas, saw a schooner standing too close in to the south breaker of San Luis Pass. He burned a red Coston signal, when she immediately kept off.

December 1.—The crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, were called out, at about 11 o'clock at night, to search for the body of a man who, while under the influence of liquor, had fallen from the ferry-boat wharf into the river and drowned. The life saving crew, after dragging in the vicinity of the accident for about an hour, recovered the remains and turned them over to the city coroner.

December 1.—In the morning of this date a pile-driver got adrift in the lake and the owner requested the keeper of the Sturgeon Point Station, (Tenth District,) Lake Huron, to assist him in getting it to a safe place. The life-saving crew manned the surf-boat and towed the vessel a mile and a half to the shore, where they put rollers under it, and hauled it about thirty rods out on the beach. The owner was very grateful for this service, saying that otherwise he might have lost his craft.

December 2.—In the watch from sunset to 8 o'clock the patrol of the San Luis Station, (Eighth District,) coast of Texas, fired a Coston signal to warn off a steamer that was running too close to the shore.

December 3.—On this date a weary wayfarer asked for shelter at the Fort Lauderdale House of Refuge, (Seventh District,) coast of Florida. The keeper gave him a warm supper, lodged him over night, and after breakfast the following morning put him across the bar and started him again on his journey.

December 3.—At twenty minutes past 11 o'clock in the night the patrolman alarmed the crew of the Fairport Station, (Ninth District,) Lake Erie, by firing Coston signals about a mile to the westward of the station. The surfmen hastened to the spot, where it was ascertained that the body of a drowned man had been found washed up on the beach. It was immediately conveyed to the station, and at daylight the coroner at Painesville, Ohio, was duly notified of the circumstance, and shortly came and viewed the remains. The man's name—James Lynn—was indelibly pricked in ink on the right arm. At sunset the body was placed in a coffin and buried on the beach by the life-saving crew.

December 4.—At 11 o'clock in the night the north patrol of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, discovering a large schooner approaching dangerously near the beach, burned a Coston signal, when she at once tacked off shore, and escaped disaster.

December 4.—The patrol of the North Beach Station, (Fifth District,) coast of Maryland, at daylight, discovered two schooners offshore, about four miles east of the station, anchored very near each other, their dismantled appearance indicating that they had been in collision. One of them had a signal of distress flying. As soon as he could report at the station the surf-boat was launched and the crew went off to render what assistance might be possible. They reached the spot at 8 o'clock and found that one of the schooners was the *Lillie A. Warford*, of Manasquan, New Jersey, bound in ballast from New York to Virginia for a load of wood, and the other was the *Samuel H. Sharp*, of New York, from York River, Virginia, for New York, loaded with wood. The two had collided the night previous at 8 o'clock, both vessels receiving considerable damage. They wanted the assistance of a steam-tug to tow them to the Delaware for repairs. While the station crew were learn-

ing these particulars a third schooner came up, whose name they could not ascertain, and took the *Warford* in tow. As the only way they could be of service was to telegraph for the aid of steam, the life-savers made the best of their way back to the shore and wired a dispatch to Lewes, a reply reaching them at noon that the tug *America* had been despatched from the Delaware Breakwater to tow the two vessels in. Both schooners reached port without further mishap.

December 5.—The British schooner *Cecilia*, of Parrsboro', Nova Scotia, on her way to Canning, in the same Province, from Boston, Massachusetts, with a cargo of flour and a crew of four men, put into Quoddy Bay, during a thick southeast snow-storm, and anchored at high tide near the Middle Ground, about two miles east-northeast of the Quoddy Head Station, (First District,) coast of Maine. She was in a position where she would ground at low water. The life-saving men did not go out to her at once, thinking that her sailors were probably acquainted with the locality and would move their craft to a safer berth before the tide turned; but, as the storm increased and there seemed to be no intention on the part of the vessel to change her anchorage, the surfmen, at 9 o'clock in the morning, launched their boat and went out to her. They found the captain to be a stranger to the waters of the bay, and he was immediately apprised of his danger. The station crew were requested to assist in getting the schooner under way, which they did, and then left one of their number on board to pilot her to a safe harbor in Johnson's Bay.

December 5.—The north patrol of the Hunniwell's Beach Station, (First District,) coast of Maine, during the prevalence of a southeast gale and rain-storm, saw a sloop, shortly after daylight, anchored in Sagadahoc Bay, about one mile to the eastward of the station. As the wind was steadily increasing and a heavy sea making up it was feared that the craft would be driven ashore. At about 9 o'clock the life-saving crew launched their boat and pulled off to her relief. She proved to be the *Corinna*, of Gardiner, Maine, bound from Portland to Bath, in the same State, laden with bar iron, and having a crew of three men. When the surfmen reached her they found the sea washing over her decks, the rudder gone, her skeg bolts drawn, and the water leaking in through the holes. It was evident that if the sloop was to be saved her cargo would have to be thrown overboard. The station crew at once set about this task and then pumped her out. As there was a prospect of the wind changing, it was thought that the craft would, in her lightened condition, ride out the gale in safety, and, after making everything on board as secure and snug as possible, her crew, having no boat of their own, were landed on the beach by the life-saving men and taken to a neighboring house, where they could watch their vessel. In the afternoon there was a shift of wind for the better, and the sloop was again boarded by the surfmen, got under way, and piloted to a safe harbor. On the 9th the station crew worked her into the Kennebec River, and she was subsequently towed to Bath for repairs. Her crew were very grateful for the services rendered them.

December 5.—The schooner *Mattie E. Tabor*, of Port Jefferson, New York, bound home from Bermuda Hundred, Virginia, with a cargo of pine wood, misstayed and stranded, at half-past 8 o'clock at night, about midway between the Mantoloking and Chadwick's Stations, (Fourth District,) coast of New Jersey. She struck about two hundred and fifty yards from the beach during a strong westerly gale and snow-squall. The patrol of the latter-named station discerned the vessel through the darkness, standing unusually near the land and flashed

two Coston signals, but received no response. He at once gave the alarm and the life-saving crew proceeded to the scene, with their surf-boat, in all possible haste. Another Coston signal was burned without calling forth any sign of recognition on the part of the schooner. No lights or indications of life were visible on her deck. The beachmen from the Mantoloking Station now arrived and proffered their services. A high wind was blowing, with more than an ordinary sea on and a strong current setting to the northward inside of the bar, and, at times, the darkness was so intense that only the dim outlines of the craft could be distinguished from the shore. As she was in an easy position, without immediate danger of going to pieces, and not exhibiting any evidences of distress, it was deemed prudent to wait until daylight before boarding her. In the meantime the life-saving apparatus had been brought to the spot, and a large fire built on the beach so that the vessel could be plainly seen. Still there was nothing observed of her crew. At 4 o'clock in the morning (6th,) they showed a light on board, and the surfmen from Chadwick's Station, after waiting for about an hour longer until the day dawned, launched their boat and managed to go alongside of the schooner, the other crew remaining on shore to assist in the work of landing. The captain and six sailors (with their personal effects) were brought off and taken to the station, where they were hospitably cared for. On the 8th three trips were made to the wreck in the surf-boat and the cabin furniture was recovered. The vessel soon broke up and became a total loss.

December 5.—The night patrol of the Cedar Creek Station, (Fourth District,) New Jersey, seeing a vessel running in dangerous proximity to the shore, flashed a warning signal, when she immediately hauled off.

December 5, 6.—Shortly before midnight of the 4th, during a heavy northeast storm, the steamer *City of Concord*, of Port Huron, Michigan, broke from her moorings at the breakwater at Sand Beach and was blown ashore, about a quarter of a mile from the Sand Beach Station, (Tenth District,) Lake Huron. On account of the snow that was falling thickly at the time the vessel was not discovered until early in the morning of the 5th. The life-saving crew launched the surf-boat and went to her aid, but as no good could be accomplished until the wind abated, the captain decided not to undertake to float her until the weather changed. He requested the keeper to send off some dispatches for him, which was accordingly done. The steamer was on her way to Port Hope, Michigan, with a light cargo of coal and a barge in tow, and had a crew of sixteen persons. During the morning the wind moderated somewhat and the craft got off without help. The next day (6th,) she left for her port of destination, but a wind and snow-storm came up and she was obliged to put back to the harbor for shelter. Wanting to moor alongside of the steamboat wharf she whistled for the assistance of the life saving crew. The latter at once responded to the signal and got the vessel's chain ashore, (all her fasts having been lost when she broke adrift from the breakwater,) but that parted, and the surfmen then hastened to the station and obtained lines while the vessel was held up under steam. On their return they succeeded in securing the steamer to the wharf. The master stated that had it not been for the timely action of the life-saving force his craft would probably have been driven ashore, as he could not have handled her in the heavy gale and blinding snow-storm. When she was ready to proceed on her voyage the keeper loaned the captain a hawser to tow the barge with, as he had no lines suitable for that purpose.

December 5.—Shortly before 7 o'clock in the morning, during the prevalence of a heavy northeast gale with stormy weather, the lookout of the Sand Beach Station, (Tenth District,) Lake Huron, observed a signal of distress on a schooner at anchor in the harbor. The ice had formed so thick against the boat-room doors that the life-saving crew had to chop and shovel it away, and were thirty minutes before they succeeded in launching the life boat. There was so much floating ice in the harbor, and the wind was blowing so strong, that, after a hard struggle of an hour and a half, the surfmen were forced to return to the station, as they were unable to make any further progress towards the vessel. An attempt was then made in the surf-boat, and, by the most strenuous exertions, the men at last succeeded in pulling a distance of three-quarters of a mile and reached the craft. It was learned, on arriving alongside, that a man on board had broken his leg and needed surgical treatment. The station crew at once returned to the shore and obtained a surgeon. In the meantime the sea moderated somewhat, and, when ready to go off again, the harbor-master took his steam-launch and towed the surf-boat, with its occupants, to the schooner. The surfmen assisted to set the broken limb, and then conveyed the surgeon back to the shore. The following day (6th,) the injured sailor was brought to the station, where he was kindly cared for two days, and afterwards taken to comfortable quarters in the hotel near by.

December 5.—At about 8 o'clock in the morning, during a fresh north wind, a small schooner, covered with ice and snow, was seen off the Muskegon Station, (Eleventh District,) Lake Michigan, standing in for the harbor with a signal set for a tug. There being no tug in port, and, as it seemed evident that the craft could not get inside without aid, under her short spread of canvas, the keeper obtained the services of two volunteer surfmen, the station being closed for the winter, and proceeded out on the pier, where they hove a line to the vessel and succeeded, after a two hours' task, in towing her up the river to a safe berth. It was with the greatest difficulty that they kept her from pounding against the pier. She proved to be the *Mamie Jepson*, of and from Manistee, Michigan, with a cargo of apples and potatoes. Her crew of two men were almost worn out with work and exposure, as she was in a nearly helpless condition, having lost her anchors and boat and most of her sails. As the keeper expressed it, "she looked more like a floating iceberg than anything else."

December 5.—Shortly after midnight, while the schooner *Milwaukee Belle*, of Chicago, Illinois, which had arrived from Egg Harbor, Wisconsin, the previous day, with a cargo of telegraph-poles, was moored opposite the Chicago Station, (Eleventh District,) Lake Michigan, a northwest wind sprang up that soon increased in violence to a gale, causing the vessel to part some of her lines and to pound heavily against the wharf. The captain, who was alone on the schooner, signaled for a tug and also for the assistance of the life-saving crew. The latter speedily pulled over to the imperiled craft, boarded her, and hurriedly got lines up so that she could be towed to a place of safety. But the tug, at the last moment, on account of the prevailing high wind and sea, declined to take hold of her without the aid of another boat; so the surfmen at once set to work and got the anchor ready to let go, cast off the fasts that were held, and scudded the vessel under bare poles into the basin, where they skillfully brought her to, and where she rode out the storm unharmed.

December 5.—At 5 o'clock in the morning the schooner *Napoleon*, of Milwaukee, Wisconsin, with no one on board, broke from her moorings,

during a strong northwest wind, and drifted ashore in the harbor about four hundred yards to the southward of the Milwaukee Station, (Eleventh District,) Lake Michigan. At the captain's request the life-saving crew ran a hawser to a tug, but it was not until a channel had been dredged out for the vessel that she was finally pulled afloat.

December 6.—The crew of the Little Beach Station, (Fourth District,) coast of New Jersey, on this date, sheltered a man by the name of Poland, who ran aground in his boat, during a severe rain and snow storm, while trying to go through Shell Gut Thoroughfare, on his way from Cape May to Ocean Beach. He was kept all night at the station, given food, and furnished with proper clothing, provided by the Women's National Relief Association, while his own garments were being dried. The next morning he proceeded on his way, grateful for the civilities shown him.

December 6.—At about half-past 11 o'clock in the day the schooner *General Palmer*, of Bridgeton, New Jersey, misstayed and stranded on the south bar of Cold Spring Inlet, a mile southwest of the Turtle Gut Station, (Fourth District,) coast of New Jersey. She was light, bound from Cape May City to Philadelphia, Pennsylvania, and carried a crew of three men. The life-saving crew at once went to her assistance; they secured the hatches, reefed the mainsail and, on the flood tide, helped to get her off the shoal. After floating the vessel the keeper piloted her to a safe anchorage in the inlet.

December 6.—Shortly before 8 o'clock at night, as the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, was returning over his beat he sighted a steamer very close in and almost ashore. He immediately flashed a Coston signal as a warning, when the craft changed her course, just in time to avoid striking.

December 6.—The schooner *Nellie Wadsworth*, of Baltimore, Maryland, was driven ashore on the northerly side of Hatteras Inlet, North Carolina, on the night of December 5th, and became a total wreck. She was from Charleston, South Carolina, bound through the inlet into Pamlico Sound on her way to New Berne, North Carolina, with a cargo of phosphate, and had anchored in the inlet on the morning of the 5th to await the subsidence of the strong gale then blowing from the southwest. Her crew consisted of five men. The crew of the Durant's Station, (Sixth District,) some miles north of the inlet, had observed her soon after she came to and proceeded to the point with their boat on its carriage. She had dragged in over the shoals, but was then in smooth water and apparently all right, although there was a formidable line of breakers between her and the shore, which could only be traversed by the boat at great risk. Under these circumstances, and as the people made no signal to be taken off, feeling secure and safe so long as the anchors held, the life-savers made no attempt to board the vessel. They, however, watched her all day, and at 9 o'clock that night, when the patrol reached the point, she was still riding safely to her anchors, and he so reported to the keeper on his return. When, however, the next watch, Surfman W. R. Austin, reached the point at 1 o'clock on the morning of the 6th, he found that she had dragged into the breakers and was lying broadside to the beach, about one hundred and twenty yards off. Austin quickly made signal and then hurried to the station with the alarm, and by 3 o'clock or a little earlier the crew were on the scene with the beach-apparatus. Although the night was dark as pitch and the schooner had no lights, the first shot was successful and carried a line into the main-rigging within easy reach of the crew, who had been driven thither for safety almost as soon as she struck. The

weather was freezing cold, and the men on board, being drenched to the skin and almost perished, had as much as they could do to haul the whip off. As soon as the sailors secured the tail-block to the mainmast the station men sent off the hawser, and they were about to set it taut and rig the breeches-buoy when the mast fell over the side and the life-saving gear became entangled in the floating wreckage. The men managed, however, to clear the whip sufficiently to send off a bundle of cork life-belts, but when the latter were within a few feet of the schooner the line again fouled, so that they could not be reached or moved either way. To add to the people's peril the vessel was rolling deeply in the surf and almost buried by the waves, and they had the utmost difficulty to avoid being washed overboard. In order to secure the life-belts one of the sailors, George Richardson, of New River, a colored man, jumped into the surf and after a desperate struggle succeeded in getting hold of them. The icy coldness of the water was, however, more than he could stand, and his strength failing he was unable to return to the vessel, being just able to cling to the line and no more. It was also so dark that the men on the beach were unaware of his situation. They, in the meantime, were taking steps to clear the line, intending, as the breeches-buoy could not be used, to devise some other means of getting the people ashore as quickly as possible. The beach pony that had been used to help haul the apparatus-cart from the station was attached to one part of the whip and the animal was then started at a brisk pace across the beach. This proved effectual, the strain starting the line through the block, which was still attached to the broken mast, and in a few moments Richardson, to the surprise of the surfmen, was seen emerging from the surf, still clinging to the line, the belts coming with him. The poor fellow had been in the water probably ten or fifteen minutes and was speechless and almost gone from exhaustion. One of the station crew at once took him in charge and did all that was possible to revive him by giving him brandy and rubbing his half-frozen limbs, while the rest turned their attention to those still on the wreck. Three more were brought ashore by means of the whip without much difficulty, but the fifth and last man lost his hold as he neared the beach and would have been swept away by the undertow but for the surfmen, who quickly formed a line by joining hands, with the keeper in the lead, and wading out over waist-deep the latter grasped the man and with the aid of the others brought him out safe. With the gale still blowing and the temperature below the freezing point the sailors were in a sorry plight, and in no condition to undertake the journey to the station, three or four miles distant. But it was the nearest shelter, and they must be got there or freeze to death in their dripping garments. They were partially revived with stimulants from the medicine chest and then the party set out, the castaways being aided in every possible manner by the beachmen. Before they had gone a quarter of the distance the colored man, Richardson, who was very thinly clad, gave out, and faintly begging to be let alone he lapsed into a state of unconsciousness, from which he never recovered. Energetic measures were taken to restore him, but it was of no avail, and in a few moments the poor fellow was dead. The rest were also suffering dreadfully from the cold and begged piteously that they be left to their fate on the bleak and desolate beach. Had this been done, or had there been the least delay, there can be no doubt that the end would soon have come to them all. By almost superhuman exertion, however, on the part of the surfmen, the survivors were conducted to the station, the keeper, Zera G. Burrus, with true heroism, giving up his own hat and shoes to the man whom he had in charge and carrying him on his back as much

of the distance as his own almost exhausted strength would permit. The life-savers behaved throughout with the utmost humanity and deserve the highest praise. The party reached the house at 7 o'clock, just before sunrise, and the first thing done by the station men before thinking of themselves was to remove the frozen garments of the sailors and replace them with dry clothing from the supply donated by the Women's National Relief Association and from the keeper's own scanty wardrobe. They were also given hot coffee and then put to bed, their condition being such that it was unsafe to partake of solid food until they had rested and were somewhat recovered from the effects of the terrible ordeal they had passed through. The body of Richardson was also decently coffined and interred the same day in a piece of woods not far from the station. The survivors remained under the care of their rescuers for several days, or until they were well enough to leave for New Berne, across the Sound, where most of them reside.

December 6.—While the schooner *Mary B.*, of Lake Worth, Florida, was discharging a load of portable houses, tents, and garden implements, about one mile south of the Orange Grove House of Refuge, (Seventh District,) coast of Florida, a heavy surf set in and broke up two small boats which contained part of the cargo, and the latter was strewn several miles along the beach. The keeper, assisted by two volunteer surfmen, gathered together the scattered articles and put them in a safe place, where the owners subsequently took possession of them.

December 7.—The western patrol of the Peaked Hill Bars Station, (Second District,) Cape Cod, Massachusetts, while on duty between midnight and 4 o'clock in the morning, discovered a schooner heading directly on shore, and dangerously near the bar. He quickly flashed a Coston signal, when she immediately went about and stood out to sea.

December 7.—The crew of the Chatham Station (Second District,) coast of Massachusetts, gave shelter and sustenance for two days to four men of the crew of the schooner *Grecian*, of Calais, Maine, wrecked during a fierce easterly gale, about three miles south of the station. The station crew had set out immediately upon discovering that the vessel was ashore, but owing to the distance and the great difficulty of reaching the locality all hands were rescued by two wrecking-boats from Chatham, directly opposite which village the wreck occurred, before the station crew could arrive. The latter took the castaways to the station as soon as they were landed, gave them dry clothing from the supply placed in the keeper's charge for that purpose by the Women's National Relief Association, and besides conducting them to Chatham on the 7th, when they were able to travel, procured for them passes over the Old Colony Railroad to Boston, and thence by steamer to their homes in Maine. The schooner was on a voyage from Calais to New York with a cargo of coal. The rescuing party from Chatham were subsequently the recipients of medals of honor for their gallantry, but as the award was unavoidably delayed until after the close of the current fiscal year the particulars of the rescue will be given hereafter in the next annual report.

December 7.—The 8 o'clock to midnight patrol west of the Smith's Point Station, (Third District,) coast of Long Island, New York, discovered a vessel standing too close in to the land. He promptly warned her by flashing a Coston signal, when she at once changed her course off shore.

December 7.—During the prevalence of a strong northwest wind, at 4 o'clock in the morning, the British steam-yacht *Waiena*, of Sunderland,

England, dragged from her anchorage in Sandy Hook Bay before she could get up steam, and went ashore abreast of the main light, about three-quarters of a mile west of the Sandy Hook Station, (Fourth District,) coast of New Jersey. She was discovered two hundred yards from the beach by the patrol at about 5 o'clock. The life-saving crew transported their surf-boat across the Hook and succeeded, in the course of an hour, in getting alongside the vessel. The weather was bitterly cold and a high sea running at the time, the freezing spray dashing completely over the stranded craft. The surfmen brought off and safely landed the owner and his wife and two gentlemen. These were conducted to the railway station, where they soon after took their departure. The wind moderated towards night, and the next day (8th,) the yacht was floated and towed to New York by the wrecking-steamer *Rescue*.

December 7.—During a severe gale, at about half-past 3 in the morning, the schooner *Jennie M. Vandervoort*, of Long Branch, New Jersey, dragged from her anchorage near the Delaware Breakwater, and was driven ashore below the town of Lewes, Delaware, just inside Cape Henlopen. She had put in for a harbor on her way from Norfolk, Virginia, to Philadelphia, Pennsylvania, with a cargo of lumber. At the time she struck the mid-watch patrols of the Lewes and Cape Henlopen Stations (Fifth District) were on their return over their respective beats, and some distance away, consequently the vessel was not seen until the next, or morning, patrol neared the locality an hour or so later. The alarm was then given as quickly as possible, and the two crews made the best time possible to the scene of the wreck. It was arduous work, as there was a high sea running, and the weather being bitter cold the two station-boats were soon coated with a glare of ice. The Cape Henlopen crew arrived first, and after much difficulty in picking their way through the mass of floating lumber from the deck-load of the schooner, succeeded with some assistance from the Lewes crew in bringing the four men composing the schooner's crew safely ashore. They were nearly perished with cold. The Cape Henlopen crew themselves got off by no means lightly, Surfman Howard having a foot and Surfman Hurdle one of his feet frostbitten, while the rest were pretty well used up. As soon as the people landed they were taken in hand by the Lewes crew and conducted to the United States marine hospital for necessary treatment. Later in the day the captain and two others took up their quarters at the Lewes Station, the cook, who had suffered more than they, remaining longer at the hospital. On the day after the wreck (8th,) an effort was made to recover the crew's personal effects, but everything had been washed away and lost. The vessel became a complete wreck, but she was stripped, and a portion of her cargo was saved by wreckers. The castaways were sheltered three or four days at the station, and then furnished with transportation to Philadelphia.

December 7.—The crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, recovered a small bateau which had drifted ashore on Fishing Point, a mile or two northeast of the station, and subsequently restored it to its owner, a resident of Chincoteague.

December 7.—On this date the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, made a diligent search along the beach several miles for the body of a man supposed to have been lost on the 4th while on his way in a small craft from Sandusky to Marblehead. The oars and sail belonging to the boat and the load of shingles were found washed up on the shore, but no traces of the man were discovered.

December 7.—At half-past 7 o'clock in the morning the lookout of the Ludington Station, (Eleventh District,) Lake Michigan, sighted a

vessel about eight miles west of the harbor, with a flag hoisted for a tug. One of the crew was forthwith dispatched for a steamer, and when she was ready three of the surfmen set out on board of her with a view of lending assistance, if necessary, as the wind was blowing fresh and the weather had been stormy for several days. The schooner had both her anchors down and proved to be the *Challenge*, of Milwaukee, Wisconsin, bound for Ludington, with a cargo of oats and hay. She was badly iced up and her canvas was in ribbons. Her yawl was lowered and sent for two of the life-saving men, who went off in it and helped weigh her anchors. The vessel's crew were all nearly worn out with exposure and fatigue, and the captain was very thankful for the aid rendered him. The craft was towed safely into port.

December 7.—The schooner *Lucinda Van Valkenburg*, of Chicago, Illinois, on her way home from Ludington, Michigan, with a cargo of pine lumber and a crew of seven men, encountered a fierce westerly storm, and, when off Racine, Wisconsin, lost her rudder and drifted helplessly toward the east side of the lake. Early in the morning of the 6th, to save her from driving on the beach, the anchor was let go, which brought her up about five miles northwest of the Saint Joseph Station, (Eleventh District,) Lake Michigan. She was covered with ice to her cross-trees. At 9 o'clock a flag of distress was run up. As it was practically impossible for the crew to row the life-boat against the fury of the gale, the keeper made every effort to obtain the services of a tug, but none would venture out. All that could then be done was to hoist a responsive signal to inform the imperiled sailors that their situation was observed. Meanwhile the life-saving force had been doubled by the arrival of seven volunteers, and during the night the beach was steadily patrolled and big fires were kept burning where it was thought that the vessel, in case she dragged or parted her chains, would be likely to come ashore. At daylight (7th,) she was still riding heavily at her anchor. The keeper made another urgent appeal for a tug and succeeded in persuading the *Charles E. Bird* to undertake the task of towing the life-boat to the rescue. The latter was accordingly launched and, at half-past 7, with eight men at the oars, started forth. After a hard and manful struggle of an hour and a half's duration, amidst floating ice and tumultuous seas, the schooner was finally reached, and her nearly frozen crew were taken off. They were conveyed at once to the station, where they received dry clothing, stimulants, and warm food, and were comfortably sheltered over night. They had been without fire for two days, as almost every sea that boarded her washed through and flooded the cabin. The decks were coated with ice in places several feet thick and the distressed men had suffered intensely from cold and hunger, and, when succored, were in a nearly exhausted condition. On the 8th there was a favorable change in the weather, and the vessel was towed safely into port.

December 7.—Shortly after dark the patrolman of the Humboldt Bay Station, (Twelfth District,) coast of California, discovered a vessel running close in towards the beach and in danger of stranding. He immediately flashed a Coston signal, when she changed her course and stood offshore.

December 8.—The crew of the Watch Hill Station, (Third District,) coast of Rhode Island, went in their boat, in response to a summons by telephone, a distance of eight miles to the eastward, and assisted for some hours in unsuccessful efforts, in concert with the United States light-house tender *Cactus*, to float the schooner *Fred. A. Carle*, of Belfast, Maine, which had stranded the night previous on

Quonocontaog Beach, midway between Watch Hill and Point Judith. The schooner was from the island of Buen Ayre, off the coast of Venezuela, with a cargo of salt and redwood for New York, and had been blown out of her course by strong westerly gales, the weather being so cold that she was covered with ice, and in that condition unmanageable. She had a crew of eight men. When it was found she could not be got off, and operations were suspended for the day, the captain took passage to New London on a wrecking-tug, while the rest of the crew landed on the beach and sought shelter in a farm-house. On the following day (9th,) the station crew were again called upon to hasten to the wreck to relieve the mate and two seamen, who, heedless of the danger of such an undertaking, had returned to their vessel the evening of the 8th, and passed the night on board. The weather in the meantime had set in stormy again, and they were in great peril. Before the life-saving crew could reach the scene, although they obtained the assistance of horses and proceeded as expeditiously as possible, the three men attempted to land in their own boat, and in doing so the boat capsized and two of them, the mate, John D. Erms, and a seaman, named Ernst Hokanssen, were drowned. The accident, it appears, was caused by the mate very unwisely cutting the line by which the boat was connected with the shore. Immediately upon his doing so the boat swung broadside to the sea and upset, throwing the men into the surf, but one of them reaching the beach. Had they taken to the rigging until the life-savers arrived they would all have been saved. The accident occurred fully an hour and a half before help got there. The schooner became a total loss with most of her cargo.

December 8.—Shortly past noon, during the prevalence of a blinding snow-storm, the crew of the Ludington Station, (Eleventh District,) Lake Michigan, pulled out about three miles in the surf-boat to the assistance of the steamer *Lawrence*, of Grand Haven, Michigan, which was blowing her whistle for a pilot. The keeper informed the captain the proper course to steer, and the vessel soon arrived safely in the harbor. She cleared from Ludington in the morning for Chicago, but, her machinery giving out, put back to port.

December 9.—On a voyage from Bridgeport, Connecticut, to Calais, Maine, the schooner *Dolphin*, of New York, while attempting to make a harbor during a thick southerly storm, stranded on the Middle Ground in Quoddy Roads, at about 7 o'clock in the morning, two miles east-northeast of the Quoddy Head Station, (First District,) coast of Maine. She was in ballast and carried a crew of five men. The lookout at the station observed the accident, and the life-saving crew without delay started to the vessel's relief. On arriving alongside they found her pounding heavily, with forty fathoms of chain out on the starboard anchor, and her crew making desperate efforts to heave her over the shoal. The surfmen at once helped to man the windlass, and, as the swell of the sea raised the craft from the bottom, hove her ahead until she floated in deep water. The station men then assisted to reef the sails and get her under way, and piloted her to where she could safely resume her journey, after which they left her and returned to their quarters.

December 9.—In the evening of the 8th, during a fresh westerly breeze, the steam-catamaran *Future*, of Boston, endeavored to weather Gurnet Point, coast of Massachusetts, on her way into Plymouth for a harbor, but the attempt proving a failure she came to an anchor outside, just after dark, about two-thirds of a mile northeast of the Gurnet Station, (Second District.) In the forenoon of this date, the wind being strong and blowing nearly along shore from the southward, a surfman was detailed to keep a

strict watch on the craft. As the sea was constantly making up and the weather growing worse all the time, the life-saving crew, at half-past 11, loaded their dory on a wagon and, taking the horse belonging to the station, carted the boat across the point to the beach abreast of where the vessel lay. They then pulled out alongside and offered to pilot her to a sheltered berth. It required all hands to get up the anchors, as with a full head of steam she could not apparently relax the strain on the cables. After getting her under way one of the surfmen took her safely into Green Harbor. The wind shortly increased to a gale, and it is probable the vessel was saved from disaster by the prompt action of the station crew. She was bound down the coast to Florida with six men on board.

December 9.—At 11 o'clock at night the western patrol of the Surfside Station, (Second District,) Nantucket Island, Massachusetts, reported a vessel ashore on the outer bar, a few hundred yards west of Miacomet Pond, and a mile and a quarter from the station. On first discovering her he flashed a Coston signal, and then hastened back to alarm the crew. A strong south wind was blowing at the time, and the weather was very thick with fog and rain. All hands were at once called, and using the station horse to haul the beach-apparatus, they proceeded directly for the scene of the accident. It was found that the craft had worked through the soft sand to within thirty yards of the shore, and was so near that communication was readily established by means of the heaving-stick and line. A heavy surf was rushing in along the beach, making it impossible for the imperiled people to land in their own boat. In a short time the life-saving gear was got in successful operation and the crew of six sailors were brought off in the breeches-buoy without mishap. They were immediately conducted to the station and comfortably cared for. The vessel proved to be the schooner *Austine Locke*, of Shelburne, Nova Scotia, on her way from Anguilla, British West Indies, to Portland, Maine, with a cargo of salt. She subsequently went to pieces and became a complete wreck. The station men, the day following the disaster, boarded her and managed to save the clothing of the crew, and also the chronometer and sextant. It appears that the continuous thick weather had prevented the captain from taking the usual observations for ascertaining the ship's position, and he had, as a consequence, got out of his reckoning.

December 9.—Shortly before 10 o'clock in the forenoon, the weather being rainy and thick, with a fresh breeze from the southward, directly on shore, the crew of the Shinnecock Station, (Third District,) coast of Long Island, New York, discovered a schooner, apparently in distress, heading straight for the beach, with nothing but the jib set. She had evidently lost the rest of her sails and also appeared to be water-logged. As there was a dangerous surf tumbling in on the bar and the keeper saw that boat service would be impracticable, the beach-apparatus was ordered out, the men arriving with it abreast of the vessel before she struck. She took the bar just to the eastward of the station and was soon driven in by the surf to within thirty or forty yards of the beach, so that the men were able by wading in waist-deep after several trials to throw a line on board without using the gun. This done, the breeches-buoy gear was quickly rigged and in forty-five minutes from the time the vessel struck the castaways, seven in number, including two passengers, were safely landed and at the station. The schooner was the *Hettie J. Dorman*, of Wilmington, Delaware, from Drawbridge, in that State, with a cargo of oak cord-wood for New York; the captain reporting that they had encountered a succession of gales since leaving the Delaware, during which the vessel had lost most of her canvas and sprung a leak, and

that finally the pumps giving out and the craft becoming unmanageable they had been compelled for their own safety to run her ashore. The two passengers and one of the crew left at once for the main-land, to proceed home, while the rest, the captain and three others, remained at the station until the 22d, a period of thirteen days, endeavoring to save as much as possible from the wreck. They could, however, only recover the sails, running rigging, and a small portion of the cargo, the hull rapidly settling in the sand and becoming with the bulk of the cargo a total loss.

December 9.—At 7 o'clock in the morning, during a fresh easterly wind with snowy weather, a schooner was observed at anchor about three miles southwest of the Ludington Station, (Eleventh District,) Lake Michigan, with her colors at half-mast. The life-saving crew launched the surf-boat and reached the craft just after a tug had got alongside. The distressed vessel was found to be the *Lucia A. Simpson*, of Manistee, Michigan, bound home. She was thickly covered with ice and snow, and the captain, anticipating stormy weather, wanted help to weigh his anchors so that he could get inside. The surfmen went on board and rendered the assistance required—a service that was warmly appreciated.

December 10.—The surfman of the Fourth Cliff Station, (Second District,) coast of Massachusetts, on the south patrol between sunset and 8 o'clock, discovering a vessel standing in for the beach and already close ashore, quickly burned a red Coston light, when she immediately took heed, went about, and headed off the land. It was very dark, with light rain falling, and the timely warning doubtless prevented the craft from stranding.

December 10.—A schooner with a signal of distress flying was discovered at 9 o'clock in the morning by the surfman on patrol duty (the weather being thick and stormy) anchored about two miles southwest of the Race Point Station, (Second District,) Cape Cod, Massachusetts. The life-saving crew took the surf-boat down to the beach, launched it, and pulled out to the vessel's assistance. They found that her jibs had been blown away and in order to prevent going ashore she had been obliged to anchor. The wind having shifted to the southwest and blowing fresh, her position was one of extreme danger, as being in shallow water she touched bottom on the last of the ebb tide. One of the surfmen was immediately dispatched to Provincetown for a tug, while the rest of the men manned the windlass and hove her ahead as far as possible to keep her clear of the ground. The tug *Knickerbocker*, of New York, happened to be in the harbor with a tow, and the captain, on learning the facts, came out to the schooner's relief, and in the afternoon the latter was towed safely inside, thus narrowly escaping disaster. She was the *Raymond T. Maull*, of Somers Point, New Jersey, from Philadelphia, Pennsylvania, bound to Portsmouth, New Hampshire, with coal, and a crew of seven men all told.

December 10.—During the night the patrol of the Tatham's Station, (Fourth District,) coast of New Jersey, warned off, by flashing a Coston signal, a vessel that he observed was in danger of running ashore.

December 10.—Just before dawn the patrol of the Pope's Island Station, (Fifth District,) coast of Virginia, during a thick fog, observed a large three-masted schooner dangerously near the beach. He quickly burned a Coston signal. The schooner was then too close to tack. She therefore hauled down her jib and anchored just in season to avoid stranding.

December 11.—Between 5 and 6 o'clock in the evening the Philadelphia steam-tug *Ivanhoe*, in coming through the gap at the Delaware Breakwater, struck a large stone in the channel, which stove a hole in her bottom and caused her to sink just as she neared the pier at Lewes, Delaware. She went down in twelve feet of water. At the request of the captain the crew of the Lewes Station, (Fifth District,) sent a dispatch to the owner of the tug for assistance in raising her. They also offered to take the crew off, but as the people were safely ensconced in the pilot-house and in no immediate danger, the offer was declined with thanks. The vessel was subsequently raised and taken to Philadelphia for repairs.

December 11.—At half-past 11 at night the patrol of the Indian River Inlet Station, (Fifth District,) coast of Delaware, discovered a vessel near the breakers and almost ashore. He instantly flashed a Coston signal, hoping to warn her in time, but it was of no use, as a moment later she struck. She was not more than a quarter of a mile south of the station and the crew were soon on the spot with their boat. The craft proved to be the three-masted schooner *Grace Vandusen*, of Philadelphia, Pennsylvania, bound from New York to Richmond, Virginia, with a cargo of salt. She had a crew of seven men. As the tide was falling, the captain concluded to remain on board, and requested the station crew to return ashore with a dispatch to Lewes, Delaware, for assistance. As soon as they got ashore one of the surfmen was sent with the message to Rehoboth, a distance of four or five miles, whence it was promptly forwarded to destination, so that by 7 o'clock in the morning (12th,) the agent of a wrecking company arrived and was put on board by the life-saving crew. The result was a contract to save the vessel, and in the afternoon of the same day she was pulled afloat by the steam-tug *North America*, and taken into the Delaware for repairs.

December 12.—At about 4 o'clock in the morning, the weather being clear with a fresh northwest wind and a very heavy surf, the schooner *Sarah Godfrey*, of Dorchester, New Brunswick, carrying a crew of seven men, bound from Miragoane, West Indies, to Boston with a cargo of logwood, stranded about four miles south of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts. She was discovered an hour later by the patrol, who hurried to the station and reported. The surf boat was immediately launched, the crew arriving on board at half-past 8. The crew of the Nauset Station were already there, having also hastened to her assistance. The captain being unwilling to leave his vessel and not desiring to send for aid, the life-saving men accordingly returned ashore to await high water, as nothing could be done until then, the sea being too rough to carry out an anchor. At about 2 o'clock in the afternoon the revenue-cutter *Gallatin* was descried coming from the south. The heavy breakers making it impossible for the cutter to approach sufficiently near to get a hawser, both station boats were launched and a small line was run, which snapped asunder as soon as a strain was brought to bear. As night was coming on the life-saving men deemed it prudent to land the schooner's crew. Accordingly, Keeper Cole, of the Cahoon's Hollow Station, went alongside and took the seamen safely ashore, while Keeper Knowles and his men, of the Nauset Station, remained near by in their boat in case assistance should be needed. The Nauset crew then left for their station, and soon afterwards the Cahoon's Hollow crew retired, arriving at their quarters cold, wet, and hungry at about half-past 6 in the evening, having been engaged a little over eleven hours. The sailors remained on the beach

in the vicinity of the wreck during the night. The next morning (13th,) the keeper of the Cahoon's Hollow Station again set out for the scene of the accident, instructing his men to follow as soon as they could obtain horses for the purpose of hauling the boat back to the station, it having been left on the beach the previous night in case of need. He reached the scene at 8 o'clock, his crew arriving an hour afterwards. The captain had contracted with a party of wreckers to float his vessel, and they were making preparations to carry out an anchor. When they started offshore a fresh breeze was blowing from the southeast with a heavy sea making up. Their boat pulled through the breakers without mishap, but in the attempt to place the hawser on board it shipped considerable water. Bailing the water out, they again started for the schooner; but seeing that they were working to the north with the current, and approaching the breakers, they threw the anchor overboard, and their boat, getting broadside to the surf, capsized. There were about two hundred people on shore who witnessed the accident, and for a time the utmost excitement prevailed. The life-savers, who were equal to the emergency, instantly launched their surf-boat, which they had in readiness, and started to the rescue of the seven struggling men, who were rapidly drifting apart. In a short time they were all picked up and brought safely ashore. Had it not been for the prompt assistance of the life-saving crew, it is probable that the entire party of wreckers would have been drowned, as they were nearly exhausted when rescued. Three of the men were conducted to the station, and the others to a dwelling in the vicinity. By this time a strong southeasterly wind had set in, and the life-saving crew again launched their boat and landed the vessel's crew, who had gone aboard at low water. This was an extremely dangerous undertaking, as the sea was running high, but it was successfully accomplished by the hardy oarsmen, who had only a few hours before performed such heroic service. The cold and thoroughly drenched life-savers returned to their station about 3 o'clock in the afternoon. The crew of the schooner, excepting the captain and mate, were afforded shelter at the station for three nights. The craft was floated on December 16th by the wreckers and taken to Provincetown.

December 12.—The small schooner *H. P. Brown*, of Hatteras, North Carolina, during a strong northeast wind with hazy weather, at about 8 o'clock in the morning of this date, ran on a reef in Pamlico Sound, three miles to the westward of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina. She was bound from Elizabeth City to Big Kinnakeet, in the before-mentioned State, with a cargo of fish and wood, and had a crew of five persons. The heavy seas were breaking over the vessel when the life saving crew reached her, thirty minutes after she struck. It was found that the oakum had worked out of some of her seams and that she was in a sinking condition. The surfmen proffered their services, which were gladly accepted by the captain, and at once busied themselves in cutting away part of the ceiling in the hold and stopping the leaks. They then ran out an anchor, and, at the third attempt, succeeded in floating her in smooth water. The station men labored unceasingly for seven hours before the desired result was attained, and the captain of the craft was heartfelt in his thanks for the aid rendered him.

December 13.—At midnight the north patrol of the North Beach Station, (Fifth District,) coast of Maryland, while returning over his beat, saw a three-masted schooner just outside of the breakers and almost ashore. As soon as he could ignite a Coston light by way of warning,

the schooner's course was changed, and she acknowledged the signal by showing a torch.

December 13.—The patrolman of the Currituck Inlet Station, (Sixth District,) coast of North Carolina, on watch between sunset and 9 o'clock, found a woman, a resident of Kitty Hawk, who had become bewildered in the darkness and lost her way. As the weather was cold and rainy the surfman conducted her to the station, where she was given food and sheltered until morning, when she left for her home.

December 14.—The keeper of the Evanston Station, (Eleventh District,) Lake Michigan, seeing a schooner rounding Grosse Point, just before dark, in a very light wind, and the thermometer registering six degrees, with the weather growing colder, telephoned to Chicago for a tug, which shortly came and towed the vessel inside.

December 15.—At about half-past 1 in the morning the east patrol of the Coney Island Station, (Third District,) coast of Long Island, New York, warned off by Coston signal a vessel approaching too near the beach.

December 15.—While the schooner *William Young*, of New York, was running down along the land off Sandy Hook, before a strong north-westerly wind, with her boom swung offshore, her wheel ropes suddenly parted, which caused her to luff up toward the beach. Her sails were hastily let go by the run. The anchor brought her up only a few yards from the breakers, abreast of Sandy Hook Station, (Fourth District,) coast of New Jersey. The vessel was in a very dangerous position, with all her sails hanging overboard. The life-saving crew at once launched their boat and went to her assistance. In a short time the sails and gear were cleared, the damage was repaired, and she was got safely under way. She was bound from New York to a port in Virginia and carried a crew of six men. The captain of the schooner was hearty in his expressions of gratitude for the timely and efficient services of the station men.

December 17.—At 1 o'clock in the morning a schooner was warned off by the west patrolman of the Race Point Station, (Second District,) coast of Massachusetts, who flashed a red Coston signal on seeing that she was standing into danger.

December 18.—Shortly before 8 o'clock in the morning, during the prevalence of a northeast wind and snow-storm, the schooner *Victory*, of Ellsworth, Maine, stranded on Long Ledge, in Seal Harbor, about one mile northeastward of the White Head Station, (First District,) coast of Maine. The accident was attributed to the breaking adrift of the buoy that previously marked the rocks. The vessel was bound from her home port to Providence, Rhode Island, with a cargo of lumber, and had a crew of six men. The life-saving crew boarded her soon after she struck and ran a hawser to a sloop, near by, and made strenuous efforts to heave the schooner afloat, but without avail. In order to keep the stranded craft from straining it was found necessary to throw over her deck-load and lighten her. This task the station men aided to perform, and then, as nothing further could be accomplished until flood tide, returned to White Head Island, where they picked up about six thousand feet of lumber—part of the vessel's cargo that had washed ashore—and secured it in rafts. Subsequently it was piled up on the beach. At 2 o'clock in the afternoon the surfmen again went out to the stranded craft and ran a line to a vessel which was at anchor about two hundred yards to windward. About this time the wind veered to the southeast, accompanied by heavy rain, and blew a gale. As the tide flowed the schooner was hove round head to wind and sea, so that she would lie

in an easier position, and at high water in the evening she was successfully floated and worked clear of the ledges to a safe berth in Seal Harbor. After pumping the vessel out, and finding that she was not in need of further assistance, the life-saving crew returned to the station, having been continuously at work for nearly fourteen hours.

December 18.—The north patrol of the Green Run Inlet Station, (Fifth District,) Maryland, burned a Coston signal at 5 o'clock in the morning and warned off a steamer, which, by the course she was steering, would have soon run ashore.

December 19.—The crew of the Fire Island Station, (Third District,) coast of Long Island, New York, were summoned by the Fire Island light-keeper to the assistance of a man named Leonard Cutting, a resident of Babylon, who had fallen from the light-house wharf and broken his leg. They bandaged the broken limb as well as they were able and then one of the crew conveyed the man across the bay to his home.

December 19.—Shortly before midnight the south patrol of the Asateague Beach Station, (Fifth District,) coast of Virginia, warned off a vessel which was too near the shoals off Chincoteague Inlet by burning a Coston light.

December 20.—The south patrol of the Nauset Station, (Second District,) coast of Massachusetts, shortly past 1 o'clock in the morning, during a strong northwest breeze, sighted a large vessel heading for the beach and in immediate danger of striking on the outer bar. He quickly burned a Coston signal, when she immediately wore round and stood offshore. It was a close shave.

December 20.—The mid-watch (night) patrol of the Ditch Plain Station, (Third District,) coast of Long Island, New York, when about two miles east of the station toward Montauk Point, warned off by flashing a red Coston signal a steamer which was running directly for the land, apparently unaware of her danger. She quickly sheered off, just in time to clear the beach.

December 20.—Soon after 5 o'clock in the evening, the three-masted schooner *James Boyce*, of and from New Haven, Connecticut, with a crew of eight men, while running down the coast on her way to Norfolk, Virginia, in ballast, ran ashore on Dawson Shoal, coast of Virginia, between the Watchapreague and Parramore's Beach Stations, (Fifth District,) the distance from the former being about one and a quarter miles, and from the latter four and a half miles. She was almost immediately discovered by the Watchapreague crew, who reached her half an hour later. An anchor was at once planted offshore, and an effort made to heave the schooner afloat. As the tide was ebbing, however, they were not successful, and had to suspend operations until morning. Fortunately the weather was fine, with the wind from the westward, and as the vessel was lying easy the Watchapreague crew returned ashore, promising to keep a sharp look-out, and go off again in case the captain made signal. The crew of the Parramore's Beach Station arrived shortly afterwards, but finding nothing further could be done that night they also returned ashore, reaching the station at a quarter past 10, after a long pull out and back of nine miles. The latter crew again boarded the schooner at 4 o'clock in the morning (December 21st,) on the flood tide. They assisted in hoisting the sails, heaving at the windlass and fleeting the anchor further out, and after two hours of laborious effort succeeded in getting her off. The captain was very grateful for the aid given him.

December 20.—The life-savers of the Louisville Station, (Ninth District,) Louisville, Kentucky, shortly past 1 o'clock in the afternoon,

rescued two men on a flat, who were in danger of being dashed over the Falls and drowned. Their incautious movements, as they were proceeding towards the head of the canal, first attracted the attention of the lookout, who at once alarmed his fellow-boatmen. The latter reached the imperiled men after considerable exertion and just in the nick of time. They were towed safely to the bank, where it was learned that the wayfarers were father and son, who had started from Cincinnati on a journey down the river, and were entirely unaware of the perilous nature of their situation.

December 21.—Shortly before dawn the south patrol of the Shoalwater Bay Station, (Twelfth District,) Washington Territory, heard cries coming from the direction of the surf, as if some one was in distress. He at once fired a Coston signal. As the weather was thick and foggy he could make nothing out over the water. An hour afterwards, as day broke, a sloop was discovered dangerously near the breakers and only a few hundred yards from the beach. The fact was immediately reported at the station, and the life-saving crew were soon hastening in the surf-boat to the vessel's assistance. The latter was about two miles to the southward in what is known as Canoe Channel. She was pitching and rolling heavily, and the seas, owing to the rising tide, had commenced to dash furiously around her. The surfmen were obliged to pull through the inner breakers, that half filled the boat and threatened to swamp it, but they finally reached the sloop, which they found with both anchors down, and one man on board who was nearly exhausted from pumping and bailing through the night to prevent his craft from sinking. She proved to be the *Willapa Green*, of Bay Centre, Washington Territory, bound to North Cove, in Shoalwater Bay. It appears that, the wind having been light, with a dense fog prevailing, the vessel was carried by the ebb tide out past the north spit, and the man finding himself close to the breakers and not knowing his whereabouts, had let go both his anchors. He would undoubtedly have been lost had not timely succor arrived. The station men succeeded in making a line fast to the sloop, weighing one anchor and slipping the other, and towing her into smooth water, after which sail was set and she was safely worked into North Cove, the surfmen not getting back to their quarters until half-past 10 in the forenoon.

December 22. - In the afternoon the crew of the Race Point Station, (Second District,) coast of Massachusetts, launched their boat and rowed out to a three-masted schooner that had anchored a short distance off the Point. She proved to be the *Benjamin Hale*, of Newburyport, Massachusetts, on her way from Boston to New York, in ballast. The wind being light she had become unmanageable and the captain had taken the above means to prevent her drifting ashore. With the freshening breeze, assistance was needed to heave up the anchor, which was in thirty fathoms of water. The surfmen at once manned the windlass, and, after about five hours' hard work, got the vessel under way and she proceeded safely on her voyage.

December 22.—At 5 o'clock in the morning the patrol of the Chatham Station, (Second District,) Cape Cod, Massachusetts, reported a vessel stranded on the bar a mile and a half to the southward. The surf-boat was immediately launched and manned, and when the life-saving crew reached the point indicated the craft had either floated off, or the surfman had been misled in supposing some vessel he had seen in range of the shoals to be ashore, an error that might easily happen in the darkness. As the weather during the night had been squally, and a large fleet of sail in the vicinity, the keeper concluded to land and wait until

daylight. As day broke a schooner was discovered several miles farther south apparently ashore outside of Monomoy Island beach. A party of wreckers from Chatham put off from a vessel, where they were discharging coal, and preceded the station men to the scene, and by the time the latter arrived had contracted with the captain to float the craft off. The surfmen, however, assisted them to lay out an anchor, and, with the combined efforts of both crews, she was hove clear without damage and got under way. She was the *Louisa Smith*, of Brooksville, Maine, with five men on board, bound to Boston from New York, with a cargo of coal. Having anchored too near the shore for safety the ebb tide left her touching bottom, and she did not succeed in working off in time to save herself from getting fast aground. The crew of the Monomoy Station also came to her aid, but their services were not needed.

December 22.—While the crew of the Chatham Station, (Second District,) coast of Massachusetts, were on their way back to the station they discovered a schooner at anchor in the offing with her jib-boom and foremast-head gone. They at once pulled out to her and found that she was the *Speedwell*, of Rockland, Maine, bound to Portland, in that State, from Richmond, Virginia, with a cargo of soda and clay, and a crew of five men. The captain was very desirous of sending dispatches to his owners and gladly availed himself of the opportunity offered. After assisting to get the vessel under way the surfmen returned ashore and delivered his messages. The schooner was struck by a heavy squall off Cape Cod the previous night, and had come to for the purpose of making temporary repairs.

December 22.—At about half-past 5 in the morning the east patrol of the Oak Island Station, (Third District,) coast of Long Island, New York, warned off, by Coston signal, a vessel which was approaching dangerously close to the beach. At sight of the signal she immediately went about on the other tack.

December 22.—The morning patrol of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, discovered, just before daybreak, a schooner in danger of running ashore. He quickly warned her by burning a red Coston light, when she at once altered her course and went clear.

December 22.—At about half-past 9 at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, warned a vessel which he saw standing too near the shoals by burning a Coston light. The vessel quickly changed her course and went out of danger.

December 23.—Shortly after dark the patrol of the Cold Spring Station, (Fourth District,) coast of New Jersey, discovered a steamer in danger of running on Cold Spring Bar. He immediately ignited a Coston signal, when she quickly sheered off, narrowly escaping the shoals.

December 24-28.—The sloop *Princess*, of Damariscotta, Maine, in ballast, bound from Rockland, Maine, to Bristol, in the same State, while on her way through Muscle Ridge Channel, with a crew of two men on board, had her mast carried away in a heavy northwest squall. The lookout of the White Head Station, (First District,) coast of Maine, saw the mishap, and the life-saving crew immediately launched their boat and started to the assistance of the disabled craft. She had anchored in the channel about three miles and a half northeast of the station, and the surfmen arrived alongside at 2 o'clock in the afternoon. They found her with her sails, rigging, and spars hanging overboard. The station men at once set about clearing up the gear, and bent a temporary sail to the part of the broken mast left standing. As she was lying directly in the track of passing vessels, and, there-

fore, in danger of being run down after dark, they got her under way and worked her to leeward of Oak Island, where she was anchored in a sheltered berth. The life-saving crew then left her and returned to their quarters. The sloop could be seen from the station, riding safely at her anchorage, until the night of the 26th, when a thick snow-storm, driven by a heavy gale of wind from the northeast, shut her out from view. She was not observed again until the morning of the 28th, when the weather cleared up and she was seen to be near the rocks off Dix Island. The surfmen pulled out and reached her shortly before 9 o'clock, and found her badly iced up. They cut the ice from her, ran out an anchor, and kedged her clear of the ledges. While thus employed, the revenue-cutter *Dallas* came along, and was hailed and boarded by the station men, who requested the steamer to tow the dismantled sloop to Rockland for repairs. This she subsequently did, and the life-saving crew returned to the station at half-past 6 in the evening, after a hard day's work.

December 24.—The sunset patrol of the Peaked Hill Bar Station, (Second District,) coast of Massachusetts, seeing a steamer approaching too near the shore flashed a Coston light, when she immediately changed her course and went clear.

December 24.—The keeper of the Point of Woods Station, (Third District,) coast of Long Island, New York, while crossing the bay to the main-land at about 8 o'clock in the morning, observed a schooner aground on East Island flats, about two and a half miles from the station. She had a distress signal flying. He found that she was the *Cinderella*, of Islip, with a crew of two men, on her way home from Bellport, to lay up for the winter. She had got out of the channel and grounded on the flats the night previous. The men needed help in getting her off, and besides were out of provisions. Keeper Miller at once returned to the station for his crew and to obtain a supply of food. Upon his arrival again with assistance, an anchor was carried out and by heaving on it for a couple of hours they succeeded in hauling the schooner afloat. As her people were not familiar with the channel the keeper took charge after getting her off and piloted her to her destination. There was a strong southwesterly breeze blowing when the vessel got off, so that to avoid being driven on the flats again they were compelled to slip the cable in getting her under way. The foresail also burst and was badly split on the way to Islip.

December 24.—On this date the keeper of the Cape Disappointment Station, (Twelfth District,) Washington Territory, rescued from drowning a drunken soldier who staggered past the station and subsequently fell into the bay, where he was found with the seas washing over him. The keeper had wisely followed the man and was, therefore, on hand in time to save his life.

December 25.—The British schooner *Arianna*, of Saint John, New Brunswick, which anchored in Quoddy Roads the previous night, was noticed by the several patrols of the Quoddy Head Station, (First District,) coast of Maine, to be slowly dragging her anchors. A fresh northeasterly wind was prevailing, and, at about 7 o'clock in the morning of this date, she grounded on Wormell's Ledge, a mile east northeast of the station. The life-saving crew were summoned and speedily put off in the surfboat to the craft's relief. The proffer of assistance was gladly accepted by the captain of the vessel, and, as the latter went on at low water, the surfmen remained by her until the tide flowed sufficiently to enable them to work the schooner clear of the rocks. At the proper time they made sail, hove up her anchors, and took her to a safe berth. She was

bound home from New York with a cargo of coal and a crew of six persons. The station men returned to their quarters at 3 o'clock in the afternoon.

December 25.—The schooner *Silver Spray*, of Thomaston, Maine, left that port at about 1 o'clock in the afternoon of the 24th, bound for New York with a load of lime, and having a crew of four men on board. At about 8 o'clock at night the odor of escaping gas from the hold led the captain to discover that his cargo was in a state of combustion. He at once closed all the hatches, and squared away for Winter Harbor, where he came to an anchor two hours later. Early the next morning he took a pilot and moved his vessel into Biddeford Pool, about a mile to the westward of the Fletcher's Neck Station, (First District,) coast of Maine. Giving up all hope of saving his craft the master, just before dark on the evening of this date, called upon the life-saving crew to assist him in stripping her. The surfmen immediately went to his aid and unbent the schooner's sails and stored them safely on shore. The following morning (26th,) they helped to divest the vessel of everything except the standing rigging, and removed her deck-load of sixty casks of lime. She remained closed up, in the Pool for fourteen days, when the cargo ceased burning. The subjoined letter was received by the district superintendent :

“BIDDEFORD POOL, MAINE,

“*December 28, 1885.*

“DEAR SIR: I read in the paper that the crew of the Fletcher's Neck Life-Saving Station were negligent in not assisting us. This is all a mistake, for they rendered all the aid that was necessary, and, furthermore, I wish to thank the Service for the assistance given me.

“Yours truly,

“F. E. ROBINSON,

“*Master of Schooner Silver Spray.*

“J. M. RICHARDSON,

“*Superintendent First District, U. S. Life-Saving Service.*”

December 25.—This Christmas day will long be memorable to the crew of the Point Judith Station, (Third District,) coast of Rhode Island, who in the midst of a furious gale made a perilous trip in their surf-boat to two wrecked vessels in the offing, several miles from shore, which nearly cost them their lives. It appears that at half-past 7 in the morning, as soon as it was fairly light, during a northeast storm, with a high and dangerous sea, Keeper Knowles discovered a schooner capsized and apparently water-logged some four miles southeast of the station, and further out, a mile or so, the masts of a sunken schooner sticking up out of the water. It was judged at once that they had been in collision during the night. An examination with the glass showed what appeared to be people clinging to both vessels. The boat was therefore ordered out. The surf was bad, but the crew got off in good shape fifteen minutes later, taking with them a supply of spare clothing, provisions, and such articles from the medicine-chest as might be needed, and after a hard pull reached the nearest schooner at 9 o'clock. She was on her beam ends, almost submerged, and the water to leeward was thickly strewn with lumber and laths, with which she was laden. She was held by her anchors, which, as was afterwards learned, her crew had let go soon after they were run into and before she capsized. There was not a sign of life about her, the objects taken for men being projecting portions of the hull and rigging. As the yawl was gone it was supposed the people had escaped. The crew then headed for the

sunken vessel to the leeward. The wind had steadily increased since they left the shore, so that the utmost care was necessary to prevent the boat from swamping or capsizing in the heavy sea. They hoped to find the sunken schooner's crew in the rigging or cross-trees, but no one was there, and upon satisfying themselves on that point the men turned their boat for the shore. For half an hour they tugged at the oars against wind and sea without gaining anything, in fact they steadily lost ground. The station being miles away to windward it was impossible to reach it, and their only hope of safety lay in squaring away for Block Island, eight or ten miles to leeward. It was a perilous undertaking, but after many hair-breadth escapes the brave fellows reached the harbor of New Shoreham at 11 o'clock and met a hearty welcome from their brethren of the station at that place. They found at the station five men, the crew of the sunken schooner, which was the *Mott Haven*, of Calais, Maine. The latter had landed in their boat at 5 o'clock that morning. It was learned that during the night, while on her way from New York to Calais, with a cargo of coal and general merchandise, the *Mott Haven* had been run down and sunk by the schooner *Willie De Wolf*, also of Calais, whence she was bound for New York, laden with laths. The latter was the craft the Point Judith crew had first reached. It was not known to the *Mott Haven's* crew what had become of the crew of the *De Wolf*. As the gale continued, reaching at times a velocity of sixty or seventy miles an hour, the Point Judith crew were compelled to remain on the island until the 27th. On the morning of the 26th the *De Wolf* parted her cables and was driven ashore at the northerly end of the island and speedily became a complete wreck. The New Shoreham and Point Judith crews attempted to recover what was left of her cargo, but their efforts were of little use. In the meantime, with the telegraph cable between the island and the main-land out of order and not working, the gravest fears were entertained on shore for the station crew's safety, it being supposed by many that they were lost. The assistant superintendent of the district, Captain John Waters, of Newport, therefore chartered a small schooner, the *Mystery*, of about ten tons, and on the 27th set out in quest of them, although the gale showed no signs of abatement. He reached the island, after an exceedingly rough passage, at 10 o'clock. It was glad news to the Point Judith men when he told them that the crew of the *De Wolf* were safe, having been picked up soon after the collision by a passing vessel and landed at Newport. Thus not a life had been lost by the wrecking of the two vessels. Captain Waters being anxious to report the safety of the Point Judith crew and also to return them to their station, lost no time in engaging, for the trip back, a larger vessel, the *Arabella*, of seventeen tons. The party started with the surf-boat in tow at half-past 11, the gale being still ahead. They had scarcely started when the schooner's bob-stay parted and she was well nigh crippled. With much difficulty, however, the bowsprit was secured by attaching to it stout tackles led through the hawse-pipes, and the little craft kept gallantly on. She was knocked on her beam-ends several times, and all parts of her out of water was literally covered with ice, but the hardy fellows stuck to it, and after a perilous trip reached Newport in safety at about 6 in the evening, the men receiving upon landing, a hearty reception. They remained there for the night and on the morning of the 28th took passage on the *Arabella* for the station, which was reached before noon, after an absence of over three days. Although they accomplished

nothing by the trip, their great gallantry elicited universal commendation.

December 25.—Early in the morning, on this date, the crews of the Tom's River and Island Beach Stations, (Fourth District,) coast of New Jersey, discovered the steam ferry-boat *West Jersey*, of Camden, New Jersey, ashore off Seaside Park. She was leaking badly, and had been cast adrift by a tug which, previously, had her in tow bound for New York. The sea was rough, with a high wind blowing from the northeast. No one was on board the boat when she stranded, and the station men were only able to save a hawser and a few articles before she went to pieces.

December 25.—At about 8 o'clock in the morning, during the prevalence of a fresh northeasterly breeze, with a rough sea, the south patrol of the Seatack Station, (Sixth District,) coast of Virginia, sighted a small sloop, which proved to be the *Davy Crockett*, of Norfolk, Virginia, apparently unmanageable, through the carrying away of her main-sheet, drifting towards the beach a mile or so north of the station. Hurrying forward he gave the alarm to his comrades, who promptly turned out to render all the aid possible. Before they could reach the spot the vessel struck and was driven by the surf so high up that the two men who were on board jumped ashore without assistance. They were conducted to the station and furnished with dry clothing. The sloop had been driven out of Chesapeake Bay by the gale while on her way from Saint George's Island, Maryland, to Norfolk, in ballast. Later in the day the station crew boarded her and stripped her of all that was worth saving and conveyed the articles to the station, where they were stored until the owner could remove them. The two men were cared for two days. The sloop became a complete wreck.

December 26.—The morning patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, at about 5 o'clock, discovered a small boat tossing about in the surf a mile from the station. The life-saving crew were summoned and immediately repaired to the spot, and succeeded in hauling the skiff out on the beach. She proved to be the property of Thomas Bond, of Long Beach, containing some gunning implements, and had broken adrift during the northeast gale which was then prevailing. A few days afterward the boat and contents were delivered, in good condition, to the owner.

December 26.—The schooner *William E. Hewlett*, of Somers Point, New Jersey, light, bound from Absecon, New Jersey, to Chesapeake Bay, was blown, by a strong northerly wind, from her anchorage in the harbor high up on the marsh near the mouth of Clam Creek, about one mile north of the Atlantic City Station, (Fourth District,) coast of New Jersey. At the time of the accident, shortly before 10 o'clock in the morning, her crew of three men were ashore. Being inside of the beach she could not be seen from the station. The captain, on discovering the situation of his vessel, called upon the keeper and requested the assistance of the life-saving crew. Accordingly the latter boarded the craft and ran out an anchor to keep her from falling over. The high wind and tide prevented them, on first reaching her, from planting an anchor to windward, but later in the afternoon when the water was lower, they succeeded in laying out a second one, using a spare line obtained from the station. Darkness coming on no further attempt was made to float the schooner until the following morning, and then all efforts proved unavailing, as the tide did not rise high enough. She was finally dug out of the marsh by the owners and got clear about a week afterwards.

December 26.—Soon after 7 o'clock in the evening, during the prevalence of a heavy northerly gale, the patrol of the Lewes Station, (Fifth District,) coast of Delaware, observed a vessel drifting down before the wind and rapidly nearing the beach. He flashed a Coston signal in an endeavor to warn her off. It was of no use, however, as the craft appeared to be helpless, and in a few moments she struck the bar a hundred and fifty yards from the shore, about a third of a mile west of the station. As soon as the patrolman could give the alarm the crew turned out with the beach-apparatus and the boat. For a time it looked as though the vessel would drive in afoul of an old wreck, that of a bark lying on the beach, in which case it would be next to impossible to use the breeches-buoy gear, and dangerous to attempt reaching her with the boat. Quick work was therefore necessary. They got off with the boat in a few moments, and upon reaching the vessel found she was the schooner *John Johnson*, of Philadelphia, Pennsylvania, whither she was bound from Boston, Massachusetts, with a cargo of fish, there being eleven persons on board, including the captain's family. She had parted her cables while at anchor in the bay. The captain and the steward were both badly hurt while endeavoring to prevent the vessel from driving ashore, the latter's hand having been crushed by the kedje. The weather was bitter cold, and the crew, some of whom were without shoes, suffered intensely. They were all landed without further mishap and reached the warm shelter of the station at 10 o'clock, where such as needed it were furnished with dry foot-covering from the box donated by the Women's National Relief Association. Comfortable accommodations were obtained for the captain and his family near by, while the rest, excepting the steward, who was sent to the hospital, remained at the station for three days.

December 26.—On this date, during a strong northerly gale, a number of dwelling houses at Oregon Inlet were washed away by the high storm-tide, which was the most destructive experienced in the vicinity for years. The families who were driven from their homes were temporarily cared for and sheltered at the Oregon Inlet Station, (Sixth District,) coast of North Carolina.

December 27.—On this date the sturdy life-savers of the Quoddy Head Station, (First District,) coast of Maine, after much difficulty, rescued five imperiled sailors helplessly adrift in an open boat, who would undoubtedly have frozen to death had not timely succor been at hand. The weather was intensely cold, a bleak northeast gale was blowing, and the blinding snow, driven hither and thither by chilling blasts, added to the rigors of the night's tempest. On the previous day the British schooner *Sea Flower*, of Parrsboro', Nova Scotia, bound from that port to Boston, Massachusetts, with a cargo of hackmatack ship timber, put into Quoddy Roads for a harbor. She had been seen from the station riding heavily at her anchors, and grave fears were entertained that she would drive ashore in the storm. After darkness set in the keeper, apprehensive that the vessel, in case of accident, might strike on some of the outlying ledges and the crew perish before assistance could reach them, took a man with him, and together they visited all the dangerous rocks that were accessible, wading through the soft ice to their boot tops. Not finding any trace of disaster they returned to the station at about 10 o'clock. Near midnight the east patrol dimly discerned the glimmer of a light through the storm, about three hundred yards from the shore, and took it to be that of a stranded vessel. He at once ignited his Coston signal and brandished it in the air as he hastened, through the deep snow drifts, towards the station. The peo-

ple on board the craft saw the red glare of the Coston and called out loudly for help, their cries just being heard above the noise of the gale. The beachman stopped and fired another signal to encourage the distressed mariners, and then hurried on and alarmed the life-saving crew. The latter started with all haste to the relief-house on the northern shore, where a partial equipment of life-saving appliances is kept, and which was located at a point nearer the vessel. On their way the surfmen were attracted by vociferous shouts for assistance, and the keeper ran out on a ledge and burned a Coston light, by means of which he discovered a number of persons in a small yawl-boat stuck fast in the slush and ice, and being carried helplessly along by the tide about two hundred yards from the shore. It was not deemed prudent to hazard a rescue in the surf-boat, as such a course would place both crews in the same peril. Accordingly one man was left on the beach to set off signals occasionally in an endeavor to keep up the courage of the imperiled men, while the rest of the life-saving force returned to the station and procured the apparatus-cart, removing everything except the Lyle gun, shot, and lines, and enough ammunition for firing. The gear was then dragged through the snow to a favorable position and two attempts made to send a line to the occupants of the yawl, the Costons being used on each discharge of the gun to light up the scene. The first shot was a very good one, the line falling only a few feet to leeward of the boat, but the sailors failed to reach it in time and the weight of the shot carried it under the soft ice. The second fire parted the line and the gun recoiled into a snow-drift, and when hauled out so much ice had formed in the bore as to render the piece unserviceable. The keeper then bethought himself of a small flat-bottomed skiff which he had at the station. This was obtained as speedily as possible and launched on top of the ice and slush. Four of the surfmen entered it with a line, and by pushing aside the ice and alternately rowing and shoving with the oars, succeeded after a hard struggle in reaching the half-frozen and helpless sailors. Both boats were soon hauled up on the shore by those who had remained there for that purpose, and the castaways, frost-bitten and nearly exhausted from exposure to the wet and cold, were taken at once to the station, where their benumbed and ailing parts were rubbed and cared for, and where they were given hot drinks and nourishing food. Their gratitude for these kind and bountiful attentions was beyond expression, and the following morning they arose refreshed from a good night's rest. They stated that the stranded vessel had parted one of her cables and soon afterwards dragged ashore. Seeing the signals of the surfmen they surmised that the schooner was near the beach, and not aware of the proximity of the life-saving station they attempted to save themselves in the yawl-boat, but after proceeding a short distance came in contact with the heavy masses of ice and snow, which completely debarred their way. Several times they were almost on the point of giving up in despair. They were provided with comfortable clothing, furnished from the supplies donated by the Women's National Relief Association, and after being sheltered by the station men for four days were taken in charge by the English consul at Lubec, Maine, and sent to their homes, the keeper assisting in effecting the necessary arrangements. The schooner, as it happened, was driven well up near the shore, and had her crew staid by her they could have been landed without difficulty. She lay on the beach with her keel out and her side stove in, and was subsequently sold at public auction to the former owner. The underwriters saved a part of the cargo, which was shipped to Eastport. The wrecked vessel was abandoned for the

winter and left in care of the keeper of the station, and in the following spring (on May 8th) was floated and taken to Lubec for temporary repairs, after which she was towed to Parrsboro.' The subjoined communication from "A Thankful Sailor" is taken from the Daily Telegraph, of Saint John, New Brunswick, under date of January 9th, 1886:

"To the Editor of the Telegraph :

"SIR: Being one of the crew lately saved from the wrecked schooner *Sea Flower*, of Parrsboro', Capt. James Moore, master, I feel it my duty, to make known to all seamen the good treatment vouchsafed to us by the people with whom we were thrown from the time of being shipwrecked till we arrived at home. We were loaded with hackmatack knees, and in the storm of the night of the 26th December we were cast among the ledges near Lubec. At 11 o'clock P. M. our cable parted and we passed over one ledge to another. Everything being covered with ice we could not manage the vessel. We took to the boat and in that arrived in the slush, formed by the snow and water, where we stuck fast and could not get out for two or three hours. The parties at the station near by came to our assistance and saved us from a watery grave, or from being frozen to death. The men belonging to the station at Lubec treated us kindly, hospitably, and gentlemanly, and if the men at the several wrecking-stations from Lubec to Florida are like these, the United States of America can boast of as humane life-men as any country in the world. May God Almighty bless them for their kindness to us! The British consul at Lubec paid our way to St. John, N. B., where we found another good and kind friend, Mr. J. H. Harding, who provided our fare for home. We cannot speak too highly of Mr. Harding for his kindness; and in fact every one with whom we came in contact treated us well. May other poor sailors in their wrecked condition be as kindly treated as we.

"WILLIAM PATTERSON.

"PARRSBORO', January 6."

December 27.—At about 8 o'clock in the morning of this date a surf-man of the White Head Station, (First District,) coast of Maine, picked up a dark-colored lap-stroke boat, about fourteen feet long, and hauled it up on shore. The following day it was delivered to the captain of the schooner *Henry Chase*, of Castine, Maine, who came to the station and proved his property.

December 27.—At about 5 o'clock in the morning, during the prevalence of a furious northerly gale, the velocity of which was fifty miles an hour, the schooner *Lena Hunter*, of Philadelphia, Pennsylvania, carrying a crew of six men, and with the captain's wife also on board, bound from Rondout, New York, to Norfolk, Virginia, and Washington, District of Columbia, with a cargo of paving stones, ran ashore at Cape Henry, Virginia, about a mile and three-quarters south of the Cape Henry Station, (Sixth District,) and in a few hours became a complete wreck. At the time the schooner struck she was unmanageable, having lost nearly all of her sails and carried away the steering-gear. The south patrol of the Cape Henry Station discovered her almost as soon as she struck, and as quickly as he could notify the people by Coston signal that their situation was known he hastened to the station with the alarm. The crew set out at once with the breeches-buoy apparatus, but as the beach was in bad condition, owing to the tremendously high surf, and travel was very difficult, they did not arrive until 7 o'clock. The vessel lay about two hundred yards from the shore, with the seas

breaking completely over her fore and aft, and her people were in great peril, liable at any moment to be washed overboard and lost. Communication was established with the first shot and in a short time the gear was rigged and everything in readiness for the rescue, although the gradual working of the vessel inshore made it difficult to keep the lines taut. The captain's wife was the first person landed, and the rest followed, one by one, until all hands were safe. It should be mentioned that while the rescue was in progress the keeper of the Seatack Station, the next station south, arrived on horseback. His crew reached the ground shortly afterwards, and together they lent effective aid. As the Cape Henry Station lay dead to windward and the journey thither would be attended with considerable hardship, it was deemed best to send the captain and his wife, and also the mate, who was badly frost-bitten, to the Seatack Station to leeward, while the remaining four men were conducted to Cape Henry. The castaways had saved nothing but what they stood in, and being wet to the skin they were furnished at the respective stations with dry clothing from the supplies donated by the Women's National Relief Association. They were all more or less used up and frost-bitten from exposure to the storm, the feet and hands of one of the sailors being in such bad condition that it was only by prompt treatment that they were saved from the necessity of amputation. After breakfast the two station crews attempted to reach the schooner to save the people's effects. They were unsuccessful, however, as the seas were dashing completely over her and she was fast-breaking up. Another attempt was made early the following day, (28th,) the captain, in company with Keeper King and one of the surfmen, going off in the breeches-buoy. It was of no use, however, as everything movable had been washed away. The anchors and chains and the rigging were subsequently saved by the Baker Salvage Company and taken to Norfolk. The four seamen were forwarded to Norfolk on the 28th, the day after the wreck, but the captain, his wife, and the mate remained longer; the latter four days and Captain Fisher and wife until January 13th. The captain, in his gratitude for his deliverance, sent the following letter to the general superintendent:

“CAPE HENRY, VIRGINIA, January 5, 1886.

“To the Superintendent of the Life-Saving Service, Washington, D. C.:

“I wish to acknowledge the prompt action and skillful management of Captain King, of Station No. 1, (Cape Henry,) Sixth District, in his efforts in saving life from the wrecked schooner *Lena Hunter*, which were wholly successful.

“JAS. C. FISHER,
 “Master late Schooner *Lena Hunter*,
 “Wrecked on Virginia Beach, December 27, 1885.”

He also published the subjoined acknowledgment in a local paper:

“The master, his wife, and crew of the late schooner *Lena Hunter* wish to make public acknowledgment of thankfulness to the captains and crews of Life-Saving Stations Nos. 1 and 2, on Cape Henry, Virginia, (Sixth District,) for kind treatment and prompt action in their efforts to save their lives from the wreck of the above vessel.

“JAS. C. FISHER,
 “Master Schooner *Lena Hunter*.”

December 27.—The crew of the Oregon Inlet Station, (Sixth District,) coast of North Carolina, gave shelter for two days to twelve persons,

the members of two families, residents of the beach, who were in distress owing to the prevailing stormy weather.

December 27.—At half-past 6 o'clock in the evening a party of boys came to the Golden Gate Park Station, (Twelfth District,) coast of California, and reported that a human body was floating in the surf about three-quarters of a mile to the southward. The keeper, with three of his crew, quickly proceeded to the spot indicated and found a man on the beach, at the edge of the breakers, apparently drowned. They at once carried him to a suitable place, and a hasty examination disclosed the fact that the body was still warm. Without further delay the surfmen vigorously employed the method which is in practice in the Service for restoring life, and after persevering effort brought the man to. He was immediately conveyed to the station, subjected to a brisk rubbing down, given stimulants, furnished with dry clothing, and put to bed. By 9 o'clock he had almost recovered. From his statement it was learned that he was a German by birth and had been in California only about five months. Not having been successful in obtaining work his scanty means had become exhausted, and in a state of despondency he had strolled out that afternoon along the beach. Arriving at a lonely spot in the dusk of the evening, nearly famished with hunger and with no place to spend the night, he was seized with a fit of desperation and threw himself into the surf. After being comfortably cared for and subsisted at the station for two days the keeper succeeded in getting the man employment, when he fully resolved never again to attempt the destruction of his life.

December 29.—The fish-weirs along the shores near the Monomoy Station, (Second District,) coast of Massachusetts, being in danger of washing away, the keeper communicated with the owners, by letter, apprising them of the fact, so that they could save their property.

December 29.—During the 8 o'clock to midnight watch the west patrol of the Long Beach Station, (Third District,) coast of Long Island, New York, warned off by Coston signal a vessel which was rapidly nearing the beach with both side-lights in sight. She quickly went about upon seeing the signal.

December 29.—In the afternoon, at about 3 o'clock, two boys in a skiff were caught in the rapids of the Ohio River and made a narrow escape from being swept over the falls to almost certain death. The crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, first observed the lads in the Indiana chute entirely at the mercy of the swift-running current, and overtook them, after a hard and brisk pull, as they were nearing the bridge piers. They were taken, with their boat, to the station.

December 30.—During the 8 o'clock (night) watch the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, warned off by Coston signal a schooner which was running towards the beach and almost ashore. The warning was just in time to save her.

December 30.—The crew of the Indian River Inlet Station, (Fifth District,) coast of Delaware, succored a man named Reynolds, a resident of Drawbridge, Delaware, who while out duck-hunting in the vicinity of the station had received a painful wound through the premature explosion of both charges of his gun; one of the hammers blowing off and almost severing his nose from his face. The crew washed and dressed the wound and did all in their power to alleviate the man's suffering until the next day, when he was able to leave for his home.

December 30.—The Rockaway House, situated a short distance northeast of the Golden Gate Park Station, (Twelfth District,) coast of Cali-

foria, took fire at half-past 2 o'clock in the afternoon and the life-saving crew proceeded to the scene and assisted to save the furniture and supplies. The hotel was burned to the ground.

December 31.—An hour before midnight the patrol of the Cobb's Island Station, (Fifth District), Virginia, flashed a Coston signal to warn a vessel that was running too near Carter's Bar. The vessel immediately went about and stood off shore.

December 31.—The steamer *City of Chester*, of Portland, Oregon, while attempting to cross the Humboldt Bar during low water at about half-past 4 o'clock in the afternoon, got out of the channel in making a turn and stranded on the south spit, three miles south-southeast of the Humboldt Bay Station, (Twelfth District,) coast of California. She worked her way through the breakers towards the beach and at low tide was almost dry. The accident was witnessed by the life-saving crew, who speedily launched the life-boat, but on account of the heavy surf, strong head current, and high wind, together with the prevailing darkness, were unable to reach her, and after making several attempts returned to the station in tow of a tug. The gun and necessary gear were then put on board the latter, and the surfmen went back and fired a line over the vessel, by means of which the tug's hawser was sent off. At 10 o'clock the men managed to get alongside the steamer in the life-boat, but as the captain thought that nothing could be accomplished in the way of floating her at that time the crew left for the station, arriving at about midnight. Early the following morning (January 1st), they manned the surf-boat, pulled off, and waited near the vessel until daylight. Two tugs were trying to get her clear, but all efforts to that end proved unsuccessful. At 9 o'clock the undertaking was temporarily abandoned and the passengers, numbering twenty-three people, with their baggage and the United States mail, were safely landed by the life-saving crew. At 4 in the morning of January 2d the gun and lines were again placed on a tug which proceeded with the station men on board to the stranded steamer. The rolling of the tug in the heavy surf caused the first shot to go wide of the mark. The second, however, was more successful, the line falling over the vessel, enabling the ship's crew to haul aboard the whip-line and with it the hawser. The tug, after pulling on the craft half an hour, parted the gear. Another shot was fired and the hawser again sent off. At about 10 o'clock the steamer was floated. Besides the passengers she had a crew of forty-four persons, and was bound from San Francisco, California, to Eureka, in the same State, with a cargo of general merchandise. While ashore she lost her rudder, broke her propeller-wheel, and otherwise sustained slight damages. The captain spoke in terms of highest commendation regarding the services rendered by the life-saving crew.

January 1, 1886.—On this date the life-saving crew hauled out on the beach to a safe place two heavy pieces of timber, between thirty and forty feet long, that washed ashore near the Gurnet Station, (Second District,) coast of Massachusetts. Late in the following spring they were delivered to the owner.

January 1.—During the night the patrol of the Tatham's Station, (Fourth District,) coast of New Jersey, burned his Coston light and warned off an unwary vessel that was standing into danger.

January 2.—At 10 o'clock at night a schooner that was running too close to the shore for safety was seen by the patrol of the Crumple Island Station, (First District,) coast of Maine, who warned her of her danger by burning his red Coston signal. She at once went about and stood out to sea, narrowly escaping the rocks.

January 2.—The crew of the Nag's Head Station, (Sixth District,) coast of North Carolina, recovered from the surf a vessel's yawl which had drifted ashore. It was duly advertised for thirty days, and as no claimant could be found the property was sold at auction and the proceeds turned over to the custody of one of the State courts.

January 2.—At about half-past 2 o'clock in the morning the small schooner *Mamie Jepson*, of Manistee, Michigan, bound home from Muskegon, in the same State, with a cargo of barreled apples and a crew of two men, went ashore a mile and a quarter south of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan. The night was dark and misty and the vessel was standing up the coast under a light southeasterly breeze. Near daylight the keeper was roused by the captain of the stranded craft who called at the station to request assistance. The regular life-saving force being off duty for the winter a volunteer crew was mustered, and, with lines, tackles, and an anchor, repaired as soon as possible to the scene of the mishap. Some delay was occasioned on account of a raft having to be built with which to transport the anchor. The surfmen lightened the schooner of about a hundred barrels of apples and then set to work in an attempt to heave her off. Towards evening a small fishing steamer that came along lent them some aid, but all efforts to float the craft proved unavailing. As darkness shut in, the crew returned to their homes, and the captain, through the advice of the keeper, proceeded to Ludington to obtain the services of a tug. Early the following morning (3d,) the surfmen resumed their labors and made another fruitless trial to heave the vessel into deep water. Shortly before noon the tug *John D. Dewar* arrived and succeeded in pulling the schooner off the beach, though not without tearing away the latter's windlass, which was jerked overboard. She was then towed into Hamlin Harbor where the station men reloaded the portion of the cargo that had been removed, and, late in the evening, she proceeded in tow of the steamer *Onokama* to Manistee. It was fortunate that the craft got clear when she did, as that night the wind freshened and subsequently increased to a gale from the northwest, making up a heavy sea that either would have dashed her to pieces or carried her high and dry on the shore. During the above operations valuable assistance was also rendered by the keepers of the adjacent stations at Manistee and Ludington, who came to the scene on the tugs, the latter bringing with him a stout hawser with which the schooner was towed into port. On the 4th the men from the Grand Point au Sable Station, after much difficulty, recovered the anchor that had been slipped the previous day.

January 3.—At half-past 4 o'clock in the morning the eastern patrol of the Race Point Station, (Second District,) coast of Massachusetts, warned off a vessel, that was standing too near the beach, by flashing a Coston signal.

January 3.—During the early part of night the surfman of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, on patrol to the westward, discovering a vessel approaching dangerously near the shore, burned a Coston light, when she at once changed her course and stood out to sea.

January 3.—In the forenoon of this date two of the surfmen of the Chicago Station, (Eleventh District,) Lake Michigan, went to the assistance of two small boys, who had gone out in a row-boat a short time before, and, losing themselves in the fog, brought up near the south breakwater, where they began shouting loudly for help. They were

badly frightened and were piloted to the station, whence they left for their homes.

January 3.—On this date the fishing schooner *Carrie B. Lake*, of Utsaladdy, Washington Territory, with a crew of five men, was totally wrecked on the coast of Washington Territory, ten miles north of the Cape Disappointment Station, (Twelfth District,) and three of her crew, including the captain, drowned. It appears from the reports received that the schooner sailed from Portland, Oregon, on a cruise, two days previously, and that on Sunday, the 3rd, all fishing operations were suspended for the day, the vessel standing off and on waiting for Monday morning to resume work. The weather was stormy, there being a strong gale blowing from the southeast, with rain and thick fog. The vessel was reaching inshore under snug canvas and all hands were at supper but the man at the wheel, when the latter, observing that she was running into a heavy ground-swell, called down the companion way that he thought the vessel was in shoal water. This being considered improbable by the captain, who believed himself well offshore, no attention was paid to the warning, and a few moments later the schooner struck heavily in the breakers, although the land could not be seen, owing to the fog. This was at half-past 5 o'clock. The people below at once rushed on deck, when the captain ordered the boat lowered in haste, and, all hands getting into it, they pushed off for the shore, which was a quarter of a mile distant. When about forty yards from the vessel the boat capsized and the captain, John Exon, the mate, James Jameson, and the cook, a Chinaman, name unknown, were drowned in the breakers. Another of the party, Robert Robenson, a seaman, succeeded in reaching the beach by clinging to the bottom of the boat. He was soon afterwards found in a helpless condition and cared for by Mr. E. B. Stone, a farmer residing near by. The fifth member of the crew, James Dunn, an expert swimmer, managed to swim back to the vessel and clambered on board. Mr. Stone, as soon as he reached his house with Robenson, dispatched his son on horseback to Cape Disappointment with news of the wreck, although from Robenson's speechless condition, the darkness of the night, and the severity of the storm he could give no particulars further than that there was a vessel ashore. Young Stone arrived at the station at 11 o'clock. Keeper Harris obtained the active co-operation and assistance of the post-trader at Fort Canby, Mr. C. B. Allen, and the hospital steward, Mr. John C. Blake, the latter taking personal charge of the medicine-chest, and with the beach-apparatus placed in the surf-boat a start was made up Baker's Bay to Ilwaco, where a landing was effected with much difficulty over the surging mass of drift logs which had lodged against the shore and extended out into the bay a hundred yards or more, each article having to be carried ashore separately, at the greatest risk to the men of falling between the logs and being crushed to death. It is indeed a wonder that the work was accomplished under such difficulties, with the night as dark as pitch, the wind blowing at the rate of fifty miles an hour, and the rain falling in sheets. The gear was then placed on a wagon, and with the aid of a stout team hauled across the portage to the sea-beach and thence north to where the boat lay, the place being reached in the face of almost insurmountable impediments at a quarter before 2 o'clock the morning of the 4th. Fires were built upon the shore and efforts were in progress to find the vessel in the darkness when a man came up and reported that she had driven a mile farther north. The team was therefore again hitched up and the party made the best of their way to the point indicated. Almost as soon as they arrived the

keeper heard cries out in the gloom, evidently from the wreck. He at once waded out into the surf to his waist and shouted, "Stay where you are until we send you a line," fearing the people—for he supposed there were several yet on board—would attempt to land and be lost. Two of the surfmen at the same time waded out in an endeavor to find the ill-fated craft, one of them carrying a lighted lantern on his head, and passing the keeper they were soon lost to sight. They soon made out the schooner, but had scarcely done so when their light was extinguished by the surf, and both narrowly escaped being swept away by the undertow. The keeper had turned back and was about to arrange the gear for firing over the vessel when he was surprised at seeing his two men staggering out of the water supporting a man between them. The latter proved to be the seaman James Dunn, who reported that he had been the only one left on the wreck. It seems the two surfmen had with great daring waded out almost to the vessel and called to him to watch his chance and jump, and as soon as he did so they seized hold of him and helped him ashore. The man being in an exhausted state he was at once given a stimulant from the medicine-chest to revive him, and then conducted to the nearest house, that of Captain Easterbrook, the county wreck commissioner, half a mile distant, where further attention was bestowed upon him by the captain and his family. The rescuing party were also the recipients of generous hospitality at the same house, Mrs. Easterbrook, with true matronly care, preparing for them a hot breakfast at 4 o'clock in the morning and doing everything possible for their comfort. The crew got back to their quarters at about 10 o'clock. Although this disaster occurred fully ten miles from the station and beyond the ordinary scope of its operations, the case was made the subject of searching investigation to ascertain whether the life-saving crew were in any way to blame for the lamentable loss of life. The inquiry demonstrated very clearly that the people were drowned long before assistance could possibly arrive from so great a distance. In fact, under the conditions of the weather, it is doubtful if more could have been done had there been a station immediately opposite the wreck, as she lay so far out and was entirely obscured by the rain and the fog. It is plain from the testimony of disinterested witnesses that the crew reached the scene in remarkably quick time. The rescue of James Dunn was effected at great personal risk by the two men who waded out and brought him ashore. Had the people remained by their vessel they would all have been saved.

January 4.—The morning patrol to the west, from the Amagansett Station, (Third District,) coast of Long Island, New York, shortly before daybreak discovered a vessel standing directly inshore and almost in the breakers. He promptly burned a Coston signal, when she at once went about and stood off on the other tack. As she went round he saw that she was a deeply laden three-masted schooner, bound to the eastward; she being so near that he could hear the voices of her crew. It was a close shave, as but for the warning given she would have struck in a few moments.

January 4.—In the afternoon of this date the crew of the San Luis Station, (Eighth District,) coast of Texas, launched their boat and pulled out to meet a steamer, with a coal-barge in tow, which was standing in for the station. Finding that the captain had lost his reckoning the keeper gave him the proper course and distance to Galveston, Texas, whither he was bound.

January 5.—While the schooner-rigged lighter *Mary Adelaide*, of Eastport, Maine, was beating up to the wreck of the *Sea Flower* (see record

of December 27th,) in Quoddy Roads, for a load of the latter's cargo, the night being intensely dark, she took bottom just to the windward of Duck Ledges, at about 12 o'clock, one mile north-northeast of the Quoddy Head Station, (First District,) coast of Maine. Her crew of three men, who were unacquainted with the locality, tried to put her about on the other tack, but she fell to leeward on the rocks and held fast. Her lights were seen by the beach patrol, and conjecturing that some accident had befallen the vessel he at once flashed his Coston signal and then hurried to the station and summoned the crew. The surf-boat was speedily launched and the life-saving men arrived alongside of the stranded craft thirty minutes from the time she struck, in the morning of this date. They found the ebb-tide leaving her high and dry on the ledge. After shoving some planks under her bilge and wedging her up they returned to their quarters, perceiving that nothing more could be accomplished until the flood-tide made. Just before daylight, at low water, the station crew again boarded the lighter, laid out two anchors, ran a breast-line to a big rock near by, and effected other necessary preparations to facilitate the work of floating her. At 10 o'clock they resumed their labors and, as the swell of the sea lifted the vessel from the ledge, she was hove clear. Sail was made and the surfmen worked her alongside of the schooner *Sea Flower*. During the heavy easterly gale of the 9th the lighter broke from her moorings and was driven on the beach, where she remained until the 20th, when the station men, for the second time, succeeded in floating her. On the 21st she sailed for Eastport, but, when about three miles on her way, she sprung a leak and the captain ran her ashore at Woodward's Cove, where she rolled over on her beam-ends, scattered her cargo of ship-timber, and subsequently went to pieces and became a total loss.

January 5.—The British ship *Adolphus*, of Yarmouth, Nova Scotia, bound from London to Philadelphia, Pennsylvania, with a crew numbering twenty-one all told, and a cargo of barrels and chalk, stranded on the shore in Delaware Bay, about five miles north of Lewes Station, (Fifth District,) coast of Delaware, at flood-tide on the morning of January 4th, just before daylight. There was a fresh southeast breeze at the time, with a heavy sea. The Lewes Station lookout saw a pilot-boat approach the ship, and afterwards speak the tug *North America*, lying off Lewes, which immediately put out to the vessel. The ship showed no signals. It was not until 1 o'clock in the afternoon that the Jersey wrecking-boat reported the ship ashore; but so situated as not to need aid. Later the station lookout saw the tug attempting to haul the ship off. At about sunset the tug came to the station and reported that the ship was leaking badly; that heavy seas were breaking over her, and requested the life-saving crew to go out in tow to the wreck, when the gale moderated, to rescue the crew. At 5 o'clock the next morning, (January 5th,) the gale having subsided, the station surf-boat was ready to leave, and taking on board the keeper of the Cape Henlopen Station, who had meanwhile arrived with his crew, was towed by the *North America* to within a mile of the *Adolphus*, where people stood ready to leap. Eight of the men, with the ship's instruments and flags, and the faithful dog, were taken into the Lewes boat, the remainder of the crew escaping in their own boats. They were all, with extreme difficulty, put on board the tug and landed at Lewes at 9 o'clock. Thirteen of the sailors were cared for at the station, the others being accommodated elsewhere. The following morning (January 6th,) the rescued crew left by train for Philadelphia. The ship was a total loss.

January 5.—At 2 o'clock in the morning the patrol of the San Luis Station, (Eighth District,) coast of Texas, sighted a steamer heading straight for the beach. He ignited his Coston signal, when the vessel quickly changed her course and stood off, thus avoiding a disaster.

January 6.—Between 8 o'clock and midnight the patrol of the Hunnwell's Beach Station, (First District,) coast of Maine, observing a vessel running too near the shore for safety flashed his Coston light, when she immediately kept away.

January 6.—During a northwest gale and snow-storm, at about 5 o'clock in the evening, the three-masted schooner *Fannie R. Williams*, of Wilmington, Delaware, bound from Caibarien, Cuba, to New York, misstayed and went ashore abreast of the signal station on Sandy Hook, at a point about two hundred yards from the land, a little more than a half mile north of the Sandy Hook Station, (Fourth District,) coast of New Jersey. She carried a crew of seven men and was laden with mahogany and cedar. Although the beach patrol saw the vessel when she struck and hastened to the station, the news of the mishap was telephoned there, in advance of his arrival, from the Western Union Telegraph Tower. The life-saving crew, therefore, were ready to launch their boat almost immediately, and, though having to row quite a distance in a heavy sea, succeeded in boarding the craft just thirty minutes from the time she stranded. She was found to be lying broadside to the wind, with her sails partly down and hampered against the rigging. The captain, who was very much alarmed, entreated the keeper to hasten on shore and telegraph for assistance. The latter quieted his fears somewhat by explaining that his vessel was in no immediate danger, and then returned to the beach and sent messages as requested. This was not an easy task in the bitter storm and darkness. After the mission was executed the surfmen again put out to the schooner and helped to get the sails down and furled, which the crew were not capable of doing unassisted. The next day the vessel was pulled off by the wrecking steamer *Rescue*, the life-saving men lending what aid they could until the work of safely floating the former was completed.

January 6.—Shortly after dark the patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, observing a steamer stop on South Shoal, abreast of the station, flashed his Coston signal as a danger warning and then speedily alarmed the life-saving crew. While the latter were making preparations to go to her she suddenly steamed off shore, evidently realizing the peril of her situation.

January 6.—The night patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, seeing a vessel close in on the shoals, flashed his Coston light, which warned her in time to go about and stand clear.

January 7.—The schooner *J. and C. Merritt*, of Somers Point, New Jersey, lumber laden, bound from Philadelphia, Pennsylvania, to Barnegat City, grounded on the shoals at 9 o'clock in the morning, while entering Barnegat Inlet, about one mile northeast of Barnegat Station, (Fourth District,) coast of New Jersey. She carried a crew of three men who were unfamiliar with the channels. The life-saving crew launched their surf-boat and reached the stranded craft shortly after she struck. They laid out anchors and worked perseveringly, during three tides, in attempting to heave her off. Early the following day they succeeded in floating her, after a strenuous and prolonged trial, without loss or damage of any kind. The keeper then piloted the vessel to a point where her cargo was discharged.

January 7.—At 9 o'clock in the morning, while the steamer *City of Ludington*, of Milwaukee, Wisconsin, was on her way out of Manistee harbor, bound home with a cargo of salt, carrying six passengers and a crew of thirty-one persons, she grounded on the bar an eighth of a mile west of the Manistee Station, (Eleventh District,) Lake Michigan. The station being closed for the winter, the keeper put off alone in his skiff to her assistance. He succeeded in running lines to the pier, sounded out the channel, and helped the vessel into deep water. The captain heartily appreciated this timely service, which was performed in weather bitterly cold, the thermometer registering two degrees below zero.

January 8.—Shortly before midnight, when a mile west of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, the patrol discovered a vessel ashore on the inner bar, about two hundred yards from the beach. He at once flashed a red Coston signal to apprise those on board that their perilous situation was known, and then hastened back to the station and alarmed the life-saving crew. The latter manned the beach-apparatus and proceeded without delay to the scene of the accident. The wind was blowing strong from the eastward at the time, and a few minutes after the men started a hard snow-storm set in. It was no easy task to wheel the hand-cart through the heavy sand on such a night, but the stout-hearted surfmen, in little more than half an hour, by almost superhuman efforts, succeeded in dragging their gear abreast of the stranded craft. The gun was speedily placed in position and the shot-line fired over the schooner, falling squarely between her masts. A slight hindrance was caused by the vessel working ahead on the shoals, necessitating the shifting of the gear farther along the beach, but nothing else, save the blinding snow and whirling sand, interfered with the operations. The distressed cries of the imperiled people could be heard above the roar of the surf, but their fears were soon quieted by the keeper, who called out to them through his speaking-trumpet. When communication had been established the entire party, consisting of fourteen fishermen, were rescued by means of the breeches-buoy and conducted to the station, where they received care and shelter for two days. The schooner was the *Levanter*, of Gloucester, Massachusetts, bound from Chatham to Provincetown, in that State, with trawls and fish-gear. She was subsequently floated off by wreckers, having sustained more or less damage. The east patrol of the Race Point Station assisted in landing the men.

January 8—During a heavy easterly gale and blinding snow-storm, at about 10 o'clock at night, the schooner *Henry D. Brewster*, of Pat-chogue, New York, was driven ashore at a point two miles south of the Monmouth Beach Station, (Fourth District,) coast of New Jersey. The beach patrol, who dimly discerned the vessel shortly before she struck, flashed his Coston signal, but owing to the thickness of the night his warning was not heeded; hastening to the station as best he could, through the driving wind and snow, he apprised the keeper, who at once mustered his men and repaired to the spot indicated. Undeterred by the snow and ice and the shrieking wind-storm, the life-savers reached the scene of disaster in an hour's time from starting. They fired the shot line over the stranded vessel, but waited in vain for a response. The outlines of her spars were just visible through the darkness. Going down to the water's edge the keeper waved a light and shouted, but gaining no reply he and his crew went back along the beach, concluding that the people of the schooner had doubtless left her. It was found afterwards, that in their desperation and plight they (five in number), had swung themselves on shore by the use of the main-

peak downhaul, and after a perilous struggle in the surf had succeeded in attaining a place of safety. They wandered on shore for a while quite bewildered and lost, and finally ran across a house, the occupants of which directed them to the station. They proved to be much exhausted from exposure to the cold, and were given hot coffee and food and provided with dry and comfortable clothing furnished from the stores of the Women's National Relief Association, and were sheltered and cared for by the life-saving men for three days. One of the crew, who was attacked with a serious case of cramps and pains, was afforded medical treatment and restored to health. The vessel was bound from a port in Virginia to New York, laden with oysters. Part of the cargo was sold, while a considerable portion was damaged by freezing. The schooner became a total wreck.

January 8.—The schooner *Mary G. Farr*, of Philadelphia, Pennsylvania, was partially destroyed by fire at sea and subsequently wrecked on the New Jersey coast near the Spring Lake Station, (Fourth District.) It is believed that her entire crew of seven men were lost. For such particulars as could be obtained of this wreck see page 28.

January 8.—The sloop *Millie*, of Greenport, New York, while on the fishing grounds, about five miles offshore, was forced, by the threatening appearance of the weather, to speedily make a harbor. She started for New Inlet and arrived at the bar about dark, and, in attempting to run the channel, struck on the beach about a half mile south of the Little Egg Station, (Fourth District,) coast of New Jersey. She had a crew of six men and a cargo of codfish. The patrol, observing that she was heading dangerously near the land, ignited his Costou signal, but the warning was not heeded. He, therefore, hastened to the station and informed the keeper. A team of horses were at once harnessed to the boat-wagon and kept on a dead run until the scene of the wreck was reached. The sloop's crew had, by this time, hastily landed in their dory, and were shivering on the shore with cold and wet. Heavy seas were breaking over the stranded vessel and driving her farther on the beach. The wind increased in velocity during the night, and by 12 o'clock she was bottom side up. The castaways were taken to the station, where they were sheltered and provided with dry clothing and warm food. The next morning (9th,) the wind veered to the southwest and was still blowing a gale, and the bay froze over, making it impossible to get the shipwrecked crew to the main-land. On the 12th they proceeded up the coast, as the keeper of the Ship Bottom Station had telephoned that the ice was sufficiently strong at that point to cross on.

January 8.—At about half-past 6 in the evening, during the prevalence of a northeasterly storm, with a high and dangerous sea, the sloop *Lizzie Jane*, of Chincoteague, Virginia, having a crew of three men, while entering Chincoteague Inlet on her way home from Tom's Cove with a cargo of oysters, carried away her main-sheet just as she crossed the bar, and, before anything could be done to prevent it, she drifted ashore on the point of Wallop's Island south of the Inlet, about a mile and a quarter northeast of the Wallop's Beach Station, (Fifth District.) The north patrol discovered her almost as soon as she struck, and in an hour's time after an extremely heavy drag over the soft, yielding sand, the station crew arrived with their apparatus. By that time the sea and the full tide had forced the sloop well in towards the beach. She lay broadside to, and was near enough for the crew to dispense with the wreck-gun, one of the men wading out and throwing the end of a heaving-line on board. The hawser soon followed, and by means of the latter the sailors sent their yawl ashore. Part of the station crew

quickly jumped into it, and, going off to the sloop, they soon brought the men safely to the beach with their baggage. The people were sheltered at the station that night, and the next morning left for their homes. The weather continued stormy and very cold, and nothing further could be done until the 18th, when, with the aid of the life-saving crew, the cargo was removed, and two days later the sloop was got off and taken into the harbor. She fortunately received no damage.

January 8.—A steamer standing inshore and dangerously near the beach was warned off by the night patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, who quickly burned a Coston signal on observing her. The vessel promptly changed her course and proceeded in safety.

January 8.—On this date a destitute sailor, barefooted and sorely in need of clothing, arrived at the Brazos Station, (Eighth District,) coast of Texas. The keeper attended to his wants and furnished him with a pair of shoes from the supplies donated by the Women's National Relief Association. The man was very grateful for the kindness shown him.

January 9.—Between 4 and 5 o'clock in the morning a patrolman of the Quoddy Head Station, (First District,) coast of Maine, descried a vessel's lights, through the falling snow, a short distance from the station to the southward. He burned his Coston signal, but receiving no reply hastened to the house and notified the keeper. There being but little wind at the time it was supposed that the craft was holding on until the flood-tide made with a view of entering Quoddy Roads. The surfman was directed to go back over his beat and, if possible, obtain further tidings. While returning from the western end of his patrol he found four sailors just landed on the shore, who proved to be the crew of the vessel anchored outside. He at once conducted them through the snow-storm to the station. They belonged to the British schooner *Freddie D.*, of Saint John, New Brunswick, bound home from New York with a cargo of coal. She was then trying to make a harbor, but, after sighting the land, being so thickly iced up, she became unmanageable and would neither wear nor stay. The crew, in order to keep her from striking on the rocks, let go the anchor, and, when she came head to wind, beat off enough ice from the gear to enable them to lower the sails, which were too much frozen to be furled. At half-past 5 a fierce easterly gale and driving snow-storm set in, and the crew of the schooner put off for the shore in their own boat and were found by the patrol as described. At about 9 o'clock the vessel drove ashore on Allen's Point, three-quarters of a mile southwest of the station and, shortly after, went to pieces. Her crew, one of whom was badly frost-bitten, were kindly cared for by the life-saving men for a number of days, and a member of the party, who was almost destitute of clothing, provided with suitable apparel from the supplies donated by the Women's National Relief Association. The shipwrecked people rendered very efficient service in helping to haul the station-boat and beach-apparatus to the northern shore, to the relief of several vessels that stranded later in the day, and without which timely assistance the surfmen would have found the heavy snow-drifts and ice impassable with their gear. On the 11th the keeper went with the captain of the schooner to Lubec to transact some legal business in connection with his vessel. What remained of the latter and her cargo was sold the next day at public auction.

January 9.—For an account of the stranding of the British schooner *Myrtle Purdy*, in Quoddy Roads, near the Quoddy Head Station, (First District,) coast of Maine, and the death of her captain, see page 30.

January 9.—No sooner had the crew of the *Myrtle Purdy* been landed (see record of loss of life) than the men of the Quoddy Head Station, (First District,) coast of Maine, in the afternoon of this date, saw another schooner dragging from her anchorage towards the western shore. A driving snow-storm prevailed at the time, and a heavy gale of wind was blowing from the eastward, making up a turbulent sea. The life-saving crew lost no time in getting their apparatus in position at a point where they supposed the vessel would strike. They got the gun in readiness and fired a shot over the approaching craft before she grounded, the line just clearing the main-truck and falling across the jib-boom. The sailors quickly hauled the hawser on board and made it fast well up in the rigging. At 2 o'clock the craft stranded, and five minutes afterwards all hands swung themselves safely on shore. She proved to be the British schooner *Billow*, of Saint Andrew's, New Brunswick, bound for Beaver Harbor, in that Province, from Rockland, Maine, in ballast, with three men on board. The surfmen and the latter joined forces and worked for three successive days in efforts to float the vessel, and finally succeeded (on the 21st,) in heaving her off the beach with but trifling damage, when she was sailed to a sheltered berth and anchored.

January 9.—At 5 o'clock in the morning the north patrol alarmed the crew of the Fourth Cliff Station, (Second District,) coast of Massachusetts, and reported a schooner ashore near the Third Cliff, about a hundred and fifty yards off the land and a mile and three-quarters from the station. A heavy gale was blowing from the northeast, with driving and drifting snow. The apparatus-cart was immediately manned, while one of the surfmen was sent ahead to obtain a horse. A portion of the road lay over a rough bed of rocks of different sizes and shapes, and even with the assistance of the draught-animal progress was toilsome and slow. The life-savers arrived abreast of the vessel at twenty minutes past 7, and at the first shot successfully sent the line over her. The sea was very high and breaking across the craft with much fury. Finally the gear was got in operation and the imperiled sailors were landed one by one, eight trips being made with the breeches-buoy. The schooner was the *Joel Cook*, of Philadelphia, Pennsylvania, bound thence to Boston, Massachusetts, with coal. She subsequently went to pieces, though more than half of her cargo was saved. The castaways, who were cold and wet, were conducted to the keeper's house, close to the scene of the wreck, where they received shelter and care for a period of four days, when a free passage by rail was obtained for them to Boston.

January 9.—No sooner had the people of the *Joel Cook* been safely landed and taken to a place of shelter (as just described) than the weather cleared and the crew of the Fourth Cliff Station, (Second District,) coast of Massachusetts, observed another stranded schooner about three miles to the southward. In making their way back over the rocky road the axle of the apparatus-cart got sprung, and it was found necessary to employ a truck-wagon to carry the gear. An extra sand-anchor, whip, and hawser were obtained at the station in place of those left at the wreck of the *Joel Cook*, and with the aid of an additional horse and a number of persons that had gathered on the beach, and who willingly volunteered their services, the surfmen arrived at the scene of the disaster at half-past 11 o'clock in the forenoon. The craft lay about a hundred and eighty yards from the land. The parting of the shot-line and the consequent loss of the projectiles at the first trials with the gun frustrated the men in their efforts to at once establish

communication with the vessel, but just as the keeper was about to send back to the station for more shot a man came up most opportunely and offered the use of the Hunt gun and projectiles belonging to the Massachusetts Humane Society's station at Scituate. The line used with this gun being fresh and dry, and smaller than the lines brought from the station, the men soon succeeded in throwing it on board. One of the station shot-lines was then bent to it and by this means the sailors were able to get hold of the whip. The hawser then followed and was set taut from the shore, although the sailors made the whip and hawser fast so low down on the mast (the station crew having vainly endeavored to make them understand the necessity of elevating the lines) that the first two men who were landed had to be hauled most of the way through the surf and were nearly drowned, having to be helped ashore by the life-savers, who rushed into the breakers to their assistance. The schooner kept working further on the beach, and in setting the hawser taut the buoy became fouled and immovable. In this predicament signs were made to the seamen to cast loose the hawser so that the lines could be cleared, but it was some time before they were induced to do so, as it seemed to them like giving up the only chance of being saved, as the vessel was full of water and the seas were sweeping her fore and aft. The surfmen in again sending out the hawser succeeded in getting the gear properly secured, when no further trouble was experienced in rescuing the imperiled crew. The captain, who was the second man to be brought off, had been injured the preceding night, and, while coming ashore, accidentally let go his hold of the buoy-slings and would undoubtedly have been lost had not several of the beachmen, at great personal risk, speedily entered the surf and saved him. The wrecked people, as soon as they reached the shore, were taken by the bystanders to an adjacent house, where they were provided with dry clothing, which had previously been obtained from the supplies furnished the station by the Women's National Relief Association. The schooner proved to be the *Isaac Carlton*, of Machias, Maine, carrying nine men, bound from Norfolk, Virginia, to Boston, Massachusetts, with a cargo of coal. The castaways were conveyed to the station, as they were too much exhausted to walk, and provided food and shelter until the 13th, when the keeper procured free transportation to Boston, having in the meantime boarded the wrecked schooner and saved a portion of their effects. The vessel and cargo became a total loss. As the weather was very cold it is certain that all hands would soon have perished had not the life-saving crew rendered timely succor. They worked faithfully the entire day in liberating the crews of the stranded schooners and ministering to their wants, without thought of stopping to change their own soaked and stiffened clothing or to get anything to eat.

January 9.—When about to conduct the fishermen that had been rescued from the *Levanter* (as recounted under the preceding date) to a place of shelter, the crew of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, saw a vessel's light a quarter of a mile farther to the westward, and from its position it was evident that the craft was ashore. The time was now 2 o'clock in the morning, the wind increasing in violence, and a driving snow-storm—in fact the weather was the most inclement that had been experienced along the coast for years. Two of the surfmen were charged with the matter of directing the party that had just been succored to the station, while the rest of the crew quickly manned the mortar-cart and hauled it to a point opposite the stranded vessel. She was about fifty yards off shore, and the

heavy seas were breaking all around her. The group of hardy beachmen were drenched to the skin and chilled through, besides being much exhausted from the work already so well performed, but there were lives yet to save and not a man lost heart or faltered in his supreme duty. Cries for help came over the foam-crested water, which impelled each one to put forth his best energies. It was found that the gun was choked with snow and sand and could not be used. A line was then tied around the keeper, and rushing into the surf as far as he could he flung the heaving-stick, by a powerful and dexterous effort, aboard the schooner. The hawser and breeches-buoy were sent out, and by means of a single whip-line the crew of nineteen people were landed without mishap. On the way back to the station the men had to face the bewildering snow-storm and cutting sand-blast, and it was impossible for the party to keep together, a number becoming separated from their companions. It was not until after daylight that all finally succeeded in reaching the station, both rescuers and rescued completely worn out. The vessel was the fishing-schooner *Nimble*, of Boston, Massachusetts, on a passage from Chatham to Provincetown, in that State, with trawls and bait. She subsequently went to pieces, only about half of her outfit being saved. The castaways were sheltered at the station for two days.

January 9.—At 6 o'clock in the morning, during the prevalence of an easterly gale and snow-storm, with a heavy sea running, the schooner *Lookout*, of Lubec, Maine, whither she was bound from New York, with a cargo of coal, and having a crew of four men, drove ashore about half a mile south of the Parmet River Station, (Second District,) coast of Massachusetts. As soon as she struck, her crew were compelled to take to the rigging to escape being washed overboard by the breakers that dashed over her deck. The 4 o'clock patrol, who was nearly abreast of the vessel when she struck, at once signaled her crew to unreeve one of the halyards and send the end ashore. This was quickly done, and the patrol making the line fast to some drift-wood on the beach hastened to the station with the news of the disaster. The life-saving crew were soon on the way to the people's aid with the beach-apparatus, arriving about an hour after she struck. She had by this time spilled her deck-load of coal overboard and driven into within twenty yards of the shore. A heaving-line was quickly thrown to the men, which they fastened about their bodies, one by one, and then sliding down the line already fast to the shore they were all soon safely landed, cold and wet, but thankful to the life-savers for their deliverance. They were taken to the station and given breakfast. The vessel soon went to pieces and the rescued crew, having lost everything but what they stood in, were provided with dry clothing from the supply donated to the station by the Women's National Relief Association. The keeper also furnished the captain with funds sufficient to meet his immediate wants and aided him in reaching Wellfleet to note protest of the disaster. The men were quartered at the station until the following Monday, January 11th, when all but the captain left for their homes, passes being obtained for them by the keeper. The life-saving crew shipped the wreck of sails and rigging, which were subsequently sold for the benefit of the owners. The captain upon leaving, on the 13th, spoke in the highest terms of the life-savers for their promptness and dispatch in rescuing himself and crew, and for the hospitality shown them during their stay at the station.

January 9.—At about 4 in the afternoon, during the prevalence of a stiff westerly gale, with frequent snow-squalls, the crew of the Brenton's Point Station, (Third District,) coast of Rhode Island, discovered

a schooner in an apparently disabled condition, through the loss of her sails, endeavoring to reach Newport harbor under bare poles. It being evident from the way the vessel was sagging to leeward that she would drive ashore somewhere in the vicinity of Castle Hill, a couple of miles from the station, to the northward of Brenton's Point, the keeper ordered out the beach-apparatus, and in fifteen minutes from the time she was first seen the men were on the way. Encountering heavy snow-drifts before going far they were compelled to obtain a team of horses from a neighboring farmer, Mr. Jonathan Kenny. With this aid they made better progress and were enabled to keep well up with the schooner, which had now hoisted the remnant of her mainsail and the jib-topsail—the latter the only forward sail left—in an attempt to claw off from the land. This seemed to improve the schooner's chances somewhat and it was thought she might weather the lee shore and fetch in past Castle Hill, when suddenly the jib-topsail burst into shreds. This unfortunate occurrence brought her quickly up into the wind, and then losing headway she fell off and soon drifted onto the rocks to the leeward, off Ragged Point. The life-saving crew came up five minutes later, or at ten minutes to 5. The vessel was not more than fifty or sixty feet from the shore, at the end of a rocky ledge, but, owing to the ground being deeply seamed at short intervals by almost impassable fissures and gullies, it was impossible to approach nearer with the cart than a hundred and fifty yards of her. The schooner was rolling frightfully in the heavy sea and shipping great quantities of water, which dashed over the stern and swept the deck from one end to the other. The men at once unloaded the gear and carried it piecemeal to within two hundred feet of the vessel, as near to her as was practicable, and then by picking his way over the rocks the keeper got close enough to throw a line across the flying jib-boom. The sailors, who were huddled in a group at the bow to keep as far as possible beyond reach of the seas, quickly secured the line, and in a brief period had the whip and the hawser fast and the breeches-buoy rigged in readiness for use. At about this time the captain undertook the hazardous feat of jumping onto the rocks close to the schooner's stern in an attempt to reach the shore on foot. It nearly cost him his life, for he slipped and fell into a gully between the rocks and would have been swept away by the next incoming wave but for the presence of mind of Keeper Gould, who rushed to his assistance and, grabbing him by the arm, assisted him to a place of safety. Attention was next given to those remaining on board, and in a short time they were all, five in number, brought safely ashore by the buoy. It was then learned that the schooner was the *Mattie D.*, of Liverpool, Nova Scotia, from Turk's Island, West Indies, bound to Portsmouth, New Hampshire, with a cargo of salt, the crew numbering six men. The weather being extremely cold the sailors were nearly all more or less frost-bitten, and instead of conducting them to the station, over two miles distant, the keeper secured for them proper attention at the house of a Mr. Martland, near by. In two hours after the rescue of her crew the vessel had gone completely to pieces. Immediately upon the station crew's return to their quarters the keeper mustered all the available clothing from the wardrobes of himself and the surfmen and drove over to where the castaways were quartered. The men thankfully accepted the clothing, but being comfortably housed they declined the keeper's offer of accommodation at the station. They were also furnished the next day with shoes and socks from the supply donated by the Women's National Relief Association, of which they were

in need. Most of the articles belonging to the station crew were subsequently returned.

January 9.—At about half-past 1 in the afternoon, during the prevalence of probably the severest storm of the season, the wind blowing a perfect hurricane from the southward, with frequent snow-squalls, the three-masted schooner *Allen Green*, of Providence, was driven ashore on the coast of Rhode Island, about a mile to the westward of Point Judith. She was on her way from Boston, Massachusetts, to Baltimore, Maryland, in ballast. The patrol of the Point Judith Station, (Third District,) discovered her almost as soon as she struck, and at once hurried back to the station. His comrades, in expectancy of disaster from the gale, were dressed in their storm-clothing and on the alert, and as soon as he dashed into the station with the alarm they took their places at the apparatus-cart and set out. A deep snow had fallen the night previous and the heavy drifts rendered their advance, without the aid of horses, almost impracticable. A team was therefore obtained, and with that help and by dint of downright hard work in shoveling their way through snow-drifts and removing fences and stone walls, they managed to get abreast of the vessel in half an hour. It was a splendid feat, and none the less praiseworthy from the fact that in addition to the team they had the assistance of one of the light-keepers, Henry A. Whaley, and another man named Howard Donahue, residing in the vicinity. The vessel lay in the breakers broadside to, with her head to the westward, about five hundred feet from the shore, and her crew were in the rigging, the poor fellows having been driven there for safety as soon as she struck. The gun was placed in position as quickly as possible, and at the first fire the line lodged over the jib-boom. As the people were unable in their half frozen condition and with their clothing covered with ice to descend and get it, the line soon slipped and fell into the sea. It was immediately hauled back, but with the temperature near zero the line froze so stiff that the surfmen had much difficulty in arranging it for use again; in fact it was so brittle that at the next fire it snapped close to the shot. The third shot was fortunately successful, the line lodging on the spring-stay between the fore and main masts. It was a little beyond the people's reach, but by the surfmen shaking it vigorously for a few moments the sailors soon caught the bight. The whip was then sent off and next followed the hawser, and as soon as the latter was taut the breeches-buoy was rigged; these operations being greatly facilitated by the intelligent co-operation of the mate of the schooner, who, it was afterwards learned, had thrice before been rescued in a similar manner. When all was ready the castaways, seven in number, were safely drawn ashore and conducted to the station. As darkness had now set in and the gear was frozen stiff, most of it had to be left standing. It was recovered the next day. The frozen garments of the men were removed as quickly as possible, and after rigging themselves out in warm, dry clothing furnished by the Women's National Relief Association, all hands sat down to a hearty meal, the first they had eaten since early morning. The men were sheltered at the station three days, when all but the captain left for their homes; the latter, who was joined by the owner, remaining until the schooner was floated off in a damaged condition by New London wreckers, on the 21st, after being ashore twelve days. It was, indeed, a wonder that she was not totally wrecked. During the time she lay there the station crew rendered much valuable aid from day to day in the operations for her release.

The captain expressed his gratitude for the good work of the station crew in the following letter to the General Superintendent.

“NEWPORT, R. I., *January, 1886.*

“Hon. S. I. KIMBALL,

“*General Superintendent U. S. Life-Saving Service,*

“*Washington, D. C.*

“DEAR SIR: I wish to give expression to the gratitude I feel to the noble Service which you have done so much to promote, and which, during the late gale on the New England coast, so ably discharged the duty which men of the Service were called upon to perform, and more particularly to mention to your favorable notice Capt. H. M. Knowles and his gallant crew of the Point Judith Station, Rhode Island. My vessel, the schooner *Allen Green*, of Providence, from Boston, Massachusetts, bound to Baltimore, Maryland, was, by the hurricane of the 9th instant, in the midst of a thick snow-storm, driven ashore about one mile to the westward of the above station, at 1.30 o'clock P. M. and myself and crew of six men were compelled to instantly seek the rigging to escape the tremendous sea running at the time and making a clean breach over the whole length of the schooner. The rolling of the ice-coated vessel in the sea rendered our position most perilous. Within thirty minutes after we struck Captain Knowles and his crew, with their mortar cart, were at the scene and a line was shot across, the breeches-buoy rigged, and the struggle to bring us frost-bitten, ice-covered men ashore begun, which took until sunset, by reason of everything being covered with ice as soon as the water struck it. But the unremitting labor of Captain Knowles and his brave men brought us through at last. I have since viewed the path by which they reached us with the mortar-cart, and how they could have pulled it through the snow-drifts over fences and stone walls and reached us in so short a time will always be a mystery. The hospitable care and kind attention which we received at Captain Knowles' station soon made the men comfortable, although I suffered much that night from cramps and pains caused by the bruises I received before I went ashore, having been at the wheel fifteen hours continuously, the vessel being in ballast and steering very badly. But the kind attention of Captain Knowles mitigated very much my suffering. I was further agreeably surprised to be able to send the news of my disaster and safety to friends and owners, Captain Knowles putting in use the telegraph in the station, with the use of which I discovered he had made himself proficient in order to aid the Service in case of need, although out of the line of his duty, the signal officer formerly stationed there having been some time since removed. I cannot commend Captain Knowles too highly for the kindness and courtesy shown us. The evident pride he has in making his a model station, the comfort realized there by myself and crew, and his efficiency in this valuable Service will be among my lasting memories.

“I remain, yours truly,

“ARTHUR L. NICKERSON,

“*Master Schooner Allen Green.*”

January 9.—The schooner *Clio Chilcott*, of Ellsworth, Maine, was wrecked during a snow-storm near the Watch Hill Station, (Third District,) coast of Rhode Island. Her people, with the exception of one man, were rescued by the crew of the station. The man lost was thrown

from the rigging into the sea when the vessel struck. For the particulars see page 33.

January 9.—The crew of the Fire Island Station, (Third District,) coast of Long Island, New York, recovered and hauled up on the beach, out of harm's way, a small, cat-rigged yacht which had broken adrift from its mooring in Islip Creek and been swept across the bay towards the inlet by the drifting ice. There was no one on board. It was given proper care until the owner came and removed it.

January 9.—At about 10 o'clock in the morning, during the prevalence of a severe snow-storm, six men, the crew of the sloop *Richard M. Johnson*, of New York, came to the Rockaway Point Station, (Third District,) coast of Long Island, New York, for shelter from the storm, reporting that their vessel, while lying at the west end of Rockaway Beach (Rockaway Inlet) loading sand for New York, had been overwhelmed by the heavy sea and sunk during the night. The men had landed in the bay and walked up the inner shore of the beach, and consequently missed the patrol; the weather being too thick for the latter to see the vessel. Two of the sailors being frost-bitten they were promptly taken in hand and given proper treatment and all were supplied with dry clothing, partly from the box furnished by the Women's National Relief Association and partly from the wardrobes of the station crew, until their own wet garments could be dried. They were sheltered and fed at the station for several days. The sloop was subsequently raised and taken to New York by wreckers.

January 9.—The schooner *Lillie Ernestine*, of Patchogue, Long Island, New York, bound from New York to York River, Virginia, in ballast, with a crew of five men, which had anchored the day previous in the vicinity of Chincoteague Shoals, off Fishing Point, coast of Virginia, during a furious gale, parted her cables at 3 o'clock in the morning and was driven ashore about a mile southeast of the Assateague Beach Station, (Fifth District.) The weather at the time was rainy and there was a frightful sea running. The station crew had kept watch on the vessel for hours, fearing that her anchors would not hold and that she would be driven into the breakers. It was not, therefore, a surprise to them when the north patrol dashed into the station shortly before 6 o'clock and reported that she had stranded on one of the outlying shoals, about three-quarters of a mile from the shore. He had just discovered her through the storm as he returned over his beat. She was so far off that the use of the breeches-buoy apparatus was out of the question, and their only hope lay in the boat. The latter was, therefore, securely lashed to its carriage to prevent it from being blown off by the gale, which had attained such a velocity that the men could scarcely stand up against it, and a start was made. The drag was a heavy one, and had it not been for the aid of the faithful old horse Neptune, belonging to the station, it is doubtful whether they could have accomplished anything, the beach being in such bad condition that in places the wheels of the carriage sank half way to the hubs. They arrived abreast of the vessel at last, and with the greatest hardship and difficulty got the boat afloat and out over the bar. The heavy sea and swift current, however, proved too much for them, and after vain efforts to reach the vessel they were compelled to change their plans. They did not return directly to the beach, but squared away for Tom's Inlet, and upon getting inside pulled up in the comparatively smooth water to a point of vantage well to the windward of the schooner. The boat was then dragged across the beach to the outer shore and again launched. Twice they were driven back by the great barrier of water,

but the third attempt was happily successful, and after a most heroic struggle against tremendous odds the vessel was reached. It was then about 8 o'clock and broad daylight. The five men were quickly taken into the boat, with their effects, and in a few minutes all hands, drenched to the skin, reached the beach. It was a proud moment for the keeper and his men. They had rescued the schooner's crew under most trying conditions, in the face of one of the most violent tempests that had visited the coast for years; the records of the Signal-Service stations at various points showing that the wind attained a velocity of sixty or seventy miles an hour. The castaways were made as comfortable as the extreme severity of the weather would permit. The bays and creeks being all frozen over they remained at the station until January 12th, when, the storm having abated, they went back on board the schooner to make preparations for getting her off. On the following day (13th,) the station crew boarded the vessel and helped recover her ground tackle and clear up things generally. They also assisted, on the 16th, in planting anchors offshore preparatory to leaving her afloat. The schooner was subsequently released in a badly damaged condition (February 4th,) by a party of wreckers from Chincoteague.

The captain made the following acknowledgment to the life-saving crew :

"CHINCOTEAGUE, VIRGINIA,
"January 18, 1886.

"CAPT. JAMES T. TRACY,
"Keeper Life-Saving Station, Assateague Beach":

"MY DEAR SIR: I feel it not only a duty but a pleasure to say how much I and my men appreciate the services of the Assateague life-saving crew in coming to our assistance on January 9, 1886, so promptly, regardless of the severity of the fearful gale that was blowing at the time, and rescuing us and our effects, and also kindly caring for us at the station through the few following days of severe cold. Our Government should be glad to know it has secured such a courageous and hard-working crew. It is certainly not too much to say that these men are not only doing what they are paid to do, but that and more. I have been a seaman for forty years and never before needed relief, and if I ever do again I hope it may be given by just such another set of men. They every one have my thanks and good wishes.

"J. SMITH TERRY,
"Of Northport, Long Island, Master of Schooner *Lillie Ernestine*."

January 10.—For an account of the wreck of the three-masted schooner *T. B. Witherspoon*, of Camden, Maine, and the loss of seven lives, a mile and a half distant from the Surfside Station, (Second District,) Nantucket, Massachusetts, see page 35. But two of the schooner's crew were saved.

January 10.—At 10 o'clock in the forenoon, during the prevalence of a cold northwest gale, the crew of the Cobb's Island Station, (Fifth District,) coast of Virginia, launched their boat in response to a signal for assistance and brought over from Boue Island, half a mile south of the station, four men who were without the means of returning and were suffering hardship through the exhaustion of their supply of fuel and water.

January 10.—At 7 o'clock in the evening the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, saw a steamer running in towards the beach and almost ashore. The wind was blowing hard from the northwest and she was evidently making for smoother

water, unaware that she was so close. The surfman quickly warned her by burning a Coston signal, when she at once changed her course and made a good offing.

January 10.—At noon of this date the keeper of the Santa Rosa Station, (Eighth District,) coast of Florida, discovered the dead body of a colored man, apparently about twenty years of age, washed up on the inside beach half a mile to the westward of the station. The corpse was scantily clad and there were no marks to identify it. Word was immediately sent to the coroner at Pensacola, who, on account of stormy weather, did not arrive until the 14th. After an inquest the keeper assisted to inter the remains.

January 11.—At about 4 o'clock in the afternoon the small British schooner *Alceita*, of Saint John, New Brunswick, bound from Grand Manan Island, in that Province, to Eastport, Maine, laden with fresh fish, stranded on Crowell's Ledge, about one mile and a quarter north-northeast of the Quoddy Head Station, (First District,) coast of Maine. The keeper of the station saw the vessel when she struck, and the life-saving crew launched their boat from the relief-house, located on the northern shore, and went to her assistance. The captain, however, declined the services offered, stating that he would not at once make efforts to float his craft, but requested that some one come off to him when the tide left the vessel, as then the extent of the damages could be ascertained. At about 8 o'clock, at low water, the keeper walked out on the ledge and found that the schooner had knocked off her shoe and forefoot. He held the light while the crew planted an anchor, and gave them careful instructions about steering in case they got afloat during the night. Before daylight she was hove clear of the rocks and continued on her way in safety.

January 11.—While the crew of the Crumple Island Station, (First District,) coast of Maine, were on their way to Jonesport, in the surfboat, early in the morning of this date, they noticed a vessel, with a flag of distress in the rigging, anchored between Drisco and Plummer Islands, about four miles northwest of the station. The life-saving men at once pulled alongside, and found her to be the British schooner *Mary Theall*, of Windsor, Nova Scotia, in ballast, bound to Parrsboro', in that Province, from Boston, Massachusetts. She had been out in the easterly gale of the 9th, and during the storm had lost her boat and had all her sails, except the inner jib, blown away. She managed to find a harbor and came to an anchor, about dark of the 10th, in the berth above mentioned. Her crew of four men were well-nigh exhausted from exposure to the cold and weather and loss of sleep, having been buffeted about by contrary winds and tempestuous seas for five days. The keeper took the captain with him to Jonesport, where the latter procured sails and returned, with the surfmen, to the schooner. The station men assisted to bend the canvas and then lent a hand in working the vessel into Sawyer's Cove, where she was safely moored before nightfall.

January 11.—On the morning of the 9th, during an easterly gale and snow-storm, the fishing-sloop *Little Romp*, of Saint George, Maine, with no one on board, was sunk by the heavy seas breaking over her while at her moorings off Calf Island, a mile and half northwest of the White Head Station, (First District,) coast of Maine. On account of intervening islands the accident was not observed from the station, and the first information regarding it was brought by the master of the sloop, early in the morning of this date, who requested the assistance of the life-saving crew. The latter at once set out and reached the scene of the mishap at about 8 o'clock. The surfmen swept the bottom with grapnels

and lines, and found the sunken craft in three fathoms of water. They then rigged a Spanish windlass across two boats, and, by energetic work, raised the sloop, bailed her out, removed the ballast, towed her ashore, and hauled her up on Calf Island, where she was left in charge of the owner.

January 11.—Immediately after hauling the sloop *Little Romp* on shore the crew of the White Head Station, (First District,) coast of Maine, went to the assistance of the three-masted schooner *Belle Halliday*, of Boston, Massachusetts, which had anchored in a dangerous position near the rocks behind Spruce Head Island, about two miles northeast of the station. She was bound from Baltimore, Maryland, to Booth Bay, Maine, with a cargo of coal and a crew of seven men, and had encountered a heavy easterly storm on the 9th, in which she lost her best anchor and had part of her sails blown away. The mate had three ribs broken and the crew were frost-bitten and otherwise disabled. The life-saving men boarded the vessel shortly before noon and found the steamer *Iris*, belonging to the Light-House Establishment, alongside of her. The surfmen hove up the schooner's anchor, ran a hawser to the steamer, and the former was towed to a sheltered berth in Seal Harbor. The master was anxious to reach a port where his crew could receive medical aid and where he could have his sails repaired. Later in the day the revenue-cutter *Woodbury* hove in sight and was signaled by the station men, and, at their request, she towed the schooner to Rockland.

January 11.—During the midnight to 4 A. M. watch the patrol of the Point of Woods Station, (Third District,) coast of Long Island, New York, sighted a steamer close to the breakers and almost ashore. He at once flashed a Coston light, when, taking warning by it, the vessel quickly changed her course and made a good offing.

January 11.—At 4 o'clock in the afternoon the lookout at the Point of Woods Station, (Third District,) coast of Long Island, New York, discovered a ship's boat full of men approaching the shore from seaward. The weather at this time was intensely cold, with the thermometer almost at zero, and there was a high and dangerous sea running. The boat was thickly coated with ice, and it could be plainly seen by the movements of the people that they were nearly exhausted. The station crew at once put off in the surf-boat to their assistance. The men, ten in number, were part of the crew of twenty-one, belonging to the steamship *Hylton Castle*, of North Shields, England, which had foundered at 10 o'clock that morning, some twelve miles offshore, while on a voyage from New York to Rouen, France, deeply laden with grain. When the vessel went down all hands had taken to the boats, this one being in charge of the mate, while the other, with eleven men in it, in charge of the captain, was still somewhere in the offing, the two having parted company soon after they left the ship. Three of the surfmen were transferred to the boat to bring it in over the bar, while the castaways, who were nearly all more or less frost-bitten, were taken into the surf-boat and conveyed ashore to the station and comfortably provided for. A watch was also set and word sent to the adjacent stations to be on the lookout for the other boat in case it should attempt to land. The ten men remained at the station until the following day (12th,) when they were dispatched along the beach, and with the aid of the crews of the Loue Hill and Blue Point Stations, to the eastward, reached Patchogue, on the main-land, for passage by rail to New York. The missing captain's boat was picked up the night of the 11th by the fishing schooner *Stephen Woolsey*, of New London, and towed into New York on the 13th.

January 11.—The fishing schooner *Mary S. Roundy*, of Seabright, New Jersey, with a crew of five men, came into New Inlet the evening of the 8th, in company with two other vessels (one of which was the sloop *Millie*, wrecked on that date,) to make a harbor and escape an easterly gale which was threatening. On the following day (9th,) the wind shifted to the westward and the bay froze over. The schooner had succeeded in anchoring safely, but, on the morning of this date, the heavy ice drifted afoul of her and she dragged up the harbor, was cut through, and sank on a shoal about a mile and a half north of the Little Egg Station, (Fourth District,) coast of New Jersey. The captain set a signal of distress in the rigging, but the life-savers found it impossible to reach him from the bay shore, and, therefore, took their boat to the outside beach and launched it through the surf, working their way round, after a hard struggle with the floating ice, into the inlet. The vessel rolled over on her beam ends before the station men reached her. They found a man shivering with the cold in a dory, the latter being fast by its painter to the schooner. The rest of the crew had hurriedly taken refuge on board a near-lying craft and had left this man in the boat, which was without oars and half filled with codfish. The surfmen took him to his shipmates, where he was put in the cabin and cared for, the dory and its contents being also turned over to them. The captain of the smack, to which the wrecked sailors had gone, immediately got under way and put to sea for New York.

January 12.—The crew of the Race Point Station, (Second District,) coast of Massachusetts, picked up a trunk filled with clothing, that had washed ashore, belonging to one of the crew of the schooner *Isaac Carlton*, wrecked near the Fourth Cliff, Scituate, Massachusetts, during the gale of the 9th. It was subsequently forwarded to the owner at Boston.

January 12.—On this date, during a severe northerly gale and rain-storm, an old Mexican fisherman arrived at the Brazos Station, (Eighth District,) coast of Texas, wet and benumbed with cold. The keeper gave him stimulants and warm food and provided him with clothing from the supplies donated by the Women's National Relief Association. The man was sheltered and cared for at the station for nearly three days.

January 13.—At 1 o'clock in the afternoon a steamer was observed dangerously near the outer shoals, off the False Cape Station, (Sixth District,) coast of Virginia, and the keeper quickly hoisted the International Code signal J. D., ("You are standing into danger.") The vessel at once sheered off and went clear.

January 13.—At half-past 6 o'clock in the morning the south patrol of the Cape Fear Station, (Sixth District,) coast of North Carolina, discovered a vessel ashore on the eastern edge of Frying Pan Shoals, about five miles to the southward and eastward of the station. The life-savers immediately launched their surf-boat and went to her assistance. She proved to be the schooner *Messenger*, of Saco, Maine, bound from New York to Brunswick, Georgia, with a cargo of railroad iron and a crew of eight men. At the time of the mishap a light northerly wind prevailed with clear weather and a moderate sea. The master attributed the cause of the accident to an unusual deviation of the compass induced by the nature of his cargo, since he was running, as he thought, the proper course, and supposed himself clear of all dangers when the vessel struck. As the life-saving crew got alongside of the stranded craft the U. S. revenue-cutter *Colfax* hove in sight and stood towards them. After arriving on the scene she signaled the station men, who went off to her, and it was decided by the captain of

the steamer to try and get the craft afloat, as the tide was rising and the conditions were favorable for operations. The surfmen accordingly carried out a hawser to the schooner and then boarded her and worked the sails while the cutter steamed ahead at full speed on the line, and at half-past 10 the vessel was pulled clear of the shoals. As she gave some pretty hard thumps just before coming off, and was found to be making a good deal of water, the master decided to enter port for repairs. The cutter therefore towed the schooner over the Cape Fear bar into Smithville, the station crew remaining by her until she arrived safely in the harbor. The following letter was subsequently given to the keeper:

“WILMINGTON, NORTH CAROLINA, *January 18, 1886.*

“This is to certify that I, John Falker, master of the schooner *Messenger*, ran ashore on the Frying Pan Shoals at 6 A. M., January 13th, and that the crew of the Cape Fear Life-Saving Station were very prompt in boarding the vessel and rendering all assistance in their power.

“J. FALKER.”

January 14.—The crew of the Lone Hill Station, (Third District,) coast of Long Island, New York, recovered from the surf, near the station, a fishing seine, which they delivered to the rightful owner.

January 14.—On this date the keeper of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, seeing a large red buoy about a quarter of a mile offshore, that had been dragged from its position in New York Bay by a field of drift-ice, reported the fact to the proper authorities. It was subsequently recovered by the light-house tender, the latter being guided to the buoy through the flag-signals displayed at the station.

January 16.—At half-past 5 o'clock in the morning, during a fresh northeast wind and heavy sea, a fishing dory containing three men was capsized and dashed to pieces a short distance from the Race Point Station, (Second District,) coast of Massachusetts. The crew narrowly escaped to the shore with their lives. They came to the station and the surfmen rendered them all possible aid in recovering their trawls and boat-gear.

January 16.—Three of the crew of the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, were engaged for three hours in releasing from the ice in the bay, some four miles from the station, a boat belonging to a man named Outlaw. The boat was recovered and taken to a place of safety.

January 17.—In the forenoon the dead body of an unknown colored man was found on the beach by surfmen of the Shark River Station, (Fourth District,) coast of New Jersey. There was nothing on the body by which it could be identified, the supposition being that it was one of the drowned sailors belonging to the schooner *Mary G. Farr*, destroyed by fire off the coast on the 8th instant. The remains were cared for until the coroner arrived and took charge of them. For an account of this disaster, see page 28.

January 17.—The south patrol of the Ocean City Station, (Fifth District,) coast of Maryland, an hour or two before daylight, saw a steamer running too near the bar. He quickly burned a Coston signal, and the steamer heeding it, kept off and went clear.

January 17.—At 2 o'clock in the morning the crew of the Little Island Station, (Sixth District,) coast of Virginia, were aroused by the south

patrol with the report that there was a steamer ashore three miles below the station. He had discovered her an hour previous quite close to the bar, and immediately gave her warning by burning a Coston light. It was too late, however, as she stranded while attempting to sheer off, her head having swung to the northeast when she struck. Just as they were leaving the station the men were joined by the north patrol of the False Cape Station, who, seeing from his beat the signal to the vessel, had hurried forward and arrived just in time to go in the boat. There was quite a rough sea tumbling in, but they reached the vessel at 3 o'clock. She proved to be the *Serpho*, of Sunderland, England, bound from Gibraltar, Spain, to Baltimore, Maryland, with a cargo of iron ore; the crew, all told, numbering twenty-two men. The keeper offered his services and advised the captain to start the engines, which had been stopped when she struck. He also gave him all necessary information regarding the tides. In half an hour from the time the machinery was started the steamer began to move in her sandy bed, and by 4 o'clock she got entirely afloat. Keeper Belanga then piloted her off to a safe distance and left her on her course for Chesapeake Bay.

January 18.—Early in the morning, the wind blowing strong from the northwest, a large number of coasters ran in and anchored under the land for shelter off Chatham, Massachusetts. A strict watch was kept on the fleet by the lookout of the Chatham Station, (Second District,) and at a quarter-past 3 o'clock in the afternoon one of them was observed to be aground on the outside bar, about three miles south of the station. The surf-boat was immediately launched and the life-saving crew pulled to the vessel. She proved to be the coal-laden schooner *Lexington*, of Machias, Maine, bound from New York to Boston, with a crew of six men. It was found that she had grounded at her anchorage and the crew, in attempting to get her clear, had hove the vessel farther on the shoal, and that she was hard and fast. The station men, without delay, carried out a kedge and hawser. The influx of the tide made rough water, and the schooner pounded so heavily on the bottom that the small anchor, failing to hold, was dragged through the sand, while the heave of the sea was continually working the craft towards the inner bar, where there was greater danger. Accordingly one of the large anchors was taken from the bow and planted, but even with this, and the additional aid of the sails, she could not be kept in position. She was now thumping hard and leaking badly, with night coming on. The captain and crew, giving up all hope of saving the vessel, began making preparations to abandon her, and got together their personal effects for that purpose. The only chance left was the bare possibility of finding deep water somewhere between the shoals, and the ability of the men to keep her free with the pumps so long as she remained intact. The keeper felt reluctant to desert the schooner while there was still the slightest prospect of extricating her, so he suggested to the captain, after the canvas was furled, to employ the crew of a shore-boat, that had just been alongside, to assist in the work, and to be in readiness to lend a hand in case of sudden emergency. This proposition was promptly acceded to, and shortly after those on board the vessel had the satisfaction of seeing her head swing gradually offshore, being evidence of the fact that she had at last entered deeper water, and that the anchor had taken hold. No time was lost in spreading sail, and for a while they held their own against the seas that had been sweeping them towards the heavy breakers on the shoals, then only a hundred yards distant. The wind, which began to freshen somewhat and was now in their favor, drove the craft slowly

ahead. The surfmen quickly turned to, and, with the help of the others, hove her well up to her anchor, where she was soon safely afloat. They remained on board long enough to see that she could be kept free with the pumps, and then returned to the station. The captain was thus enabled to resume his voyage, and was profuse in his thanks for the timely and valuable services of the station force, on account of whose skillful and persevering efforts the loss of the schooner was happily averted. On his arrival in Boston, as a further proof of his high appreciation, he sent a small present to each member of the life-saving crew.

January 18.—At 5 o'clock in the morning the north patrol of the Ocean City Station, (Fifth District,) coast of Maryland, warned off a schooner which was dangerously near the bar by burning a Coston signal. She at once changed her course and escaped disaster.

January 18.—Shortly after noon the crew of the False Cape Station, (Sixth District,) coast of Virginia, saw a steamer approaching dangerously near the outlying shoals off False Cape. They at once hoisted the International Code signal, J. D., ("You are standing into danger,") which had the desired effect; the steamer answering by showing the British ensign and immediately changing her course.

January 19.—The fishing-schooner *Georgiana*, of Greenport, New York, with a crew of three men, while at anchor in the harbor near Absecon Inlet, had her chain parted by the drifting ice, and, at about 11 o'clock in the morning, she stranded on the beach a quarter of a mile north of the Atlantic City Station, (Fourth District,) coast of New Jersey. The life-saving crew reached her soon after she grounded. As the captain of the boat had no available gear for hauling her off the surfmen returned to the station and procured lines and tackles for that purpose. They boarded her again in the afternoon, and by vigorous work succeeded, at 3 o'clock, in floating her without damage. She was then got under way and worked into a safe berth.

January 19.—At half-past 9 o'clock at night the acting keeper of the Chicago Station, (Eleventh District,) Lake Michigan, as he was on the wharf, discovered a man coming down the river on the ice. He was staggering along in a peculiar way and shortly after was observed to fall. Summoning assistance, the regular life-saving crew being off duty for the winter season, the surfman went off and brought the man to the station. The latter's despondent and singular actions gave cause for apprehension, so the police patrol-wagon was sent for and he was taken in charge by the city authorities. The weather being extremely cold he had a narrow escape from freezing to death.

January 20.—Two of the crew of the Georgica Station, (Third District,) coast of Long Island, New York, assisted in recovering from the surf, a mile and a half east of the station, a fishing-boat which had capsized while coming in over the bar with a catch of fish. The two fishermen who were in the boat at the time of the accident got ashore before assistance could arrive. Their trawls were also recovered subsequently by the crew of the Mecox Station, the next station to the west.

January 20.—While entering Absecon Inlet, shortly before midnight of the preceding date, and in attempting to clear a large field of drifting ice, the sloop *Idlewild*, of Atlantic City, New Jersey, laden with a cargo of fish, and having a crew of two men, stranded on the west shore, about half a mile north of the Atlantic City Station, (Fourth District,) coast of New Jersey. No immediate assistance could be rendered, as the tide was then falling; as soon as the latter turned, at about 3 o'clock in the morning, (20th,) the patrolman, with the aid of the keeper, helped the crew of the sloop to run out and plant an anchor. Afterwards they

boarded her in a small boat, and by the use of a line that had been obtained from the station she was hove clear of the beach and assisted to a safe berth.

January 20.—The crew of the Atlantic City Station, (Fourth District,) coast of New Jersey, on this date, went to the assistance of another fishing craft, the sloop *Eugene*, of Seabright, New Jersey. While her crew of five men were away gathering clams, the running ice cut her through, and she sank near the Inlet wharf, three quarters of a mile north of the station. The next day, (21st,) at the suggestion of the keeper, two small vessels were brought alongside of the sloop, and, with tackles and lines obtained from the station, strenuous efforts were made to raise her, but the several attempts failed. She was afterwards abandoned.

January 20, 21.—The crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, labored assiduously on these dates in launching the small schooner *Ella*, of New Berne, North Carolina, that dragged ashore from her anchorage in Pamlico Sound during the heavy westerly gale of the 9th. She was driven on the beach about two and a half miles south-southwest of the station. The owner, in the meantime, was perfecting arrangements to get his vessel off, and did not require the aid of the life-saving force until noon of the 20th, when the latter went to his assistance and succeeded in moving the stranded craft about a hundred yards, to a position where she floated at high water. She sustained some slight injuries, and her cargo of corn and general merchandise was partly damaged. At the time of the accident the schooner was bound from Elizabeth City, North Carolina, to Big Kinnakeet, in the same State, and had a crew of three men on board. The owner was very thankful for the valuable services of the station crew.

January 21.—During the night one of the crew of the Long Beach Station, (Third District,) coast of Long Island, New York, while on patrol, warned off by Coston signal a vessel which was almost ashore.

January 21.—While the crew of the Atlantic City Station, (Fourth District,) coast of New Jersey, were at work on the *Eugene*, (an account of which appears under date of the 20th,) the captain of the schooner *Georgiana*, (the vessel assisted two days before,) wishing to reach a safer harbor, attempted to enter the inlet at about half-past 3 o'clock in the afternoon, during the prevalence of a thick fog. Although he made out two of the buoys that mark the channel he got off his course for some unknown reason, and grounded on the south shoal. Being in a dangerous position the crew at once took to their boat and rowed to the shore. In the meantime, the wind having changed, the fog lifted sufficiently for the beach patrol to discern the vessel. He reported the mishap to the keeper, who immediately mustered his crew and went out to the disabled craft. It was found that she had filled with water, and, as the sea was then breaking over her, nothing of consequence could be done in the way of stripping her. At about 7 o'clock in the evening the stern broke up and came ashore. The following day (22d,) the surfmen, at the request of the captain of the schooner, tore up what was left of her and saved the spars, anchors, chains, some of the sails, and a part of the rigging. These articles, together with fragments of the wreck, were subsequently sold, as was also a small quantity of cod-fish that was recovered from the cargo.

January 21.—Shortly before 8 o'clock in the evening the south patrol of the North Beach Station, (Fifth District,) Maryland, burned a Coston

signal to warn a steamer which was in danger of running on shore. The steamer immediately sheered off and proceeded safely.

January 21.—About one hour after midnight the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, warned off a vessel which was standing in towards land by burning a Coston signal. The vessel immediately hauled off and went clear.

January 21.—At about twenty minutes past 7 o'clock the lookout at the Louisville Station, (Ninth District,) Louisville, Kentucky, observed the steamer *Maggie Harper*, of that place, which had left the levee only a few minutes before, on her way to Madison, Indiana, caught by a large ice-floe, in the rapid current of the river, and carried through the Kentucky chute of the falls. She had a crew of thirty persons, besides three passengers, and was laden with a valuable miscellaneous cargo. Several of the boatmen at once put off to her assistance, and, after a hard pull through the heavy drift-ice, reached the imperiled vessel, which had been worked up into the eddy below the cross-dam and fortunately brought under control. The keeper had, in the meantime, got out a second boat, and, with the help of some men on the levee, taken it on board the ferry-boat *W. C. Hite*. As soon as the falls pilot, who had been previously sent for, arrived, the *Hite* steamed out near the Indiana chute, where she was held until the life-saving men launched and manned their boat. Taking the pilot with them they were soon alongside the distressed craft, when both the station-boats were quickly hoisted on board. The steamer was then taken safely over the falls and brought back to Louisville by way of the canal. The life-saving crew deserve much credit for their prompt and efficient work on this occasion.

January 23.—A vessel that was observed to be running too near the land was warned of her danger by the night patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, who flashed his red Coston light. She at once changed her course and stood off shore.

January 23.—The crews of the Cape Hatteras and Creed's Hill Stations, (Sixth District,) coast of North Carolina, were both engaged on this date in assisting to launch the schooner *Hennie*, of Elizabeth City, North Carolina. She parted her cable during the heavy westerly gale of the 9th, and went ashore on King's Point, in Pamlico Sound, about six miles to the westward of the first and three miles to the northward of the last named station. After breaking away from her anchorage an attempt was made to weather the shore by setting the mainsail, but the wind burst the canvas, and the schooner was driven high out on the beach, where the crew of three men left her and spent the night in the woods, not being able to find a house on account of the intense darkness. Owing to the thick growth of trees that intervened, the accident was not observable from either station. On the 23d the captain of the stranded vessel applied to the life-saving men for assistance and they at once proceeded to the scene of the mishap. They pried the craft up and put skids under her and she was moved about seventy-five yards into the water. On the 29th the flood tide advanced high enough to float her. She came off somewhat damaged, and her cargo of oysters, which was obtained in Robinson's Channel, and was being taken to Elizabeth City, proved an entire loss.

January 24.—The crew of the Cape Henry Station, (Sixth District,) coast of Virginia, discovered, during a temporary lull in the storm prevailing on this date, a schooner at anchor several miles off shore, to the southward and eastward of the station, with a signal of distress flying. They immediately telegraphed to Norfolk for a steamer to be sent

to her assistance, and a few hours later the wrecking-steamer *Victoria J. Peed* went out and towed the vessel to port.

January 26.—The night patrol of the Spermaceti Cove Station, (Fourth District,) coast of New Jersey, on this date, found a sixteen-foot boat in the surf. It was hauled out on the beach near the station, where it remained for several months unclaimed. The State Commissioner of Wrecks was, therefore, duly notified to take charge of the property.

January 26, 27.—At 8 o'clock on the night of the 26th, during the prevalence of a northeasterly storm with thick weather, the schooner *Jennie Beasley*, of Bucksport, Maine, was wrecked on the coast of North Carolina, about one mile north of the Currituck Inlet Station, (Sixth District.) She had seven persons on board, including the captain's wife, and was bound from Clark's Cove, Massachusetts, to Wilmington, North Carolina, with a cargo of guano. She struck about three hundred yards from the shore, and was discovered at half-past 8 by the patrol, who gave the alarm as quickly as possible. An hour later the crew were on the ground with the beach-apparatus, the sea being too rough for boat service. The vessel by this time had worked in to within two hundred yards of the beach, and, although the weather was so thick that she could scarcely be seen, they were successful in establishing communication with the first shot. The whip was at once hauled off and the hawser followed, and then matters came to a stand through the fouling of the gear, owing to the strong current alongshore and the innumerable stumps and roots of trees which studded the beach far out beyond low-water mark, the lines becoming so twisted and entangled that it was impossible to clear them until daybreak. It should be stated that before the hawser was sent off the Currituck crew had been reinforced by portions of the crews of the Wash Woods and Whale's Head Stations, the next adjacent stations north and south, whom Keeper Etheridge had summoned by telephone to his aid before setting out. It was a weary watch during the remainder of the night, the weather being rainy and cold; but day broke at last upon the scene, and as soon as it was light enough the men lost no time in clearing the entangled lines, although it was a difficult task, as they had to wade out into the surf almost neck-deep to accomplish it. When everything was in readiness the breeches-buoy was sent off, and by 8 o'clock (27th,) the unfortunate people were ashore and safely housed at the station, where their dripping garments were quickly replaced with dry ones from the supply donated by the Women's National Relief Association. On January 31st the station crew aided in stripping the wreck of sails and rigging and getting them ashore. As the bay was frozen over and no communication could be had with the main-land, the sailors were compelled to remain at the station until February 2d, a period of eight days, or until an opportunity offered for sending them by steamer to Norfolk. The captain remained still longer to sell the wreck at auction and close up his affairs. He left on February 12th.

January 27.—At about 10 o'clock at night, during thick and foggy weather, the patrol of the Sea Isle City Station, (Fourth District,) coast of New Jersey, discovering a vessel standing dangerously near the shore, warned her off by flashing his Coston signal.

January 27.—During the midnight to 4 o'clock watch the patrol of Cape Henlopen Station, (Fifth District,) coast of Delaware, sighted a steamer heading towards the beach and almost ashore. He at once flashed a Coston signal to warn her, when she put her helm hard a-port, and, upon gaining an offing, came to anchor. She was evidently bound

in to the Delaware. It was a close shave, as in a few moments she would have struck.

January 28.—The keeper of the Chicamicomico Station, (Sixth District,) coast of North Carolina, during the day, went to the assistance of the family of Edward Payne who were badly burned by the accidental explosion of a quantity of kerosene oil kept in their dwelling. Although he used every means in his power to allay the sufferings of the afflicted people, two of the children soon died from the injuries received.

January 29.—The lookout of the Ocean City Station, (Fourth District,) coast of New Jersey, at about half-past 1 o'clock in the afternoon, during misty and rainy weather, observed a large steamer heading directly for the bar. He at once ran up the International Code signal J. D., ("You are standing into danger,") when the vessel hauled off just in time to save herself from grounding on the shoals.

January 30.—At about 3 o'clock in the morning, during a thick fog, the west patrol of the Shinnecock Station, (Third District,) coast of Long Island, New York, discovered a vessel standing in on the wind, and almost ashore. He promptly ignited a red Coston signal as a warning of danger, when the craft immediately went about and stood off out of sight on the other tack.

January 30.—On this date the body of a man washed ashore about half a mile north of the Deal Station, (Fourth District,) coast of New Jersey. It was supposed to be one of the crew of the schooner *Mary G. Farr*, destroyed by fire off shore, three weeks previous. The remains were taken in charge by the surfmen, and the coroner duly notified. For an account of the loss of the vessel see page 28.

January 30.—Two fishermen were swamped while crossing the bar of Manasquan River, about half a mile to the southward of the Squan Beach Station, (Fourth District,) New Jersey, and were rescued by two of their craft who happened to be crossing the shoals at the same time. They were brought to the station, warmed and cared for, one of the men being furnished with dry clothing, and afterwards being conducted to his home, some distance away, by a member of the life-saving crew.

January 30.—During the watch from 8 o'clock to midnight the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, observed a steamer standing in towards the beach as though unaware of her danger. He at once flashed a red Coston signal as a warning, but she seemed to take no notice of it. A second signal, a few moments later, was effectual, however, as she then changed her course, blowing her whistle as she went off.

January 30.—The north patrol of the Bodie's Island Station, (Sixth District,) coast of North Carolina, at about 11 o'clock at night, saw the lights of a steamer approaching the land. The craft was too close in for safety and the surfmen discharged a Coston signal, when she immediately altered her course and stood out of danger.

January 31.—At half-past 12 o'clock at night a patrolman of the Race Point Station, (Second District,) coast of Massachusetts, discovered a schooner ashore on the outer bar, about five hundred yards from the beach and one mile east-northeast of the station. He burned his red Coston light, which was almost immediately answered, and then hastened to alarm the crew. The wind was blowing strong from the northwest, with occasional snow-squalls. Before the surfmen reached the station all hands had been called and the beach-apparatus manned, as the flash of the signal had been seen by the western patrol, who at once took measures to summon the men. After a hard pull through the soft

sand the crew finally arrived with the gear abreast of the stranded vessel. One shot was fired from the gun, but the line fell short. Meantime word had been sent for assistance to the Peaked Hill Bars Station, next adjacent to the eastward. As soon as the additional force reached the scene a hurried consultation was had between the keepers, and it was decided to obtain boats and attempt a rescue through the breakers, although the latter were surging furiously along the beach and the chance seemed hazardous. Accordingly both crews returned to the Race Point Station for the surf-boat and succeeded in hauling it to a point opposite the schooner at about 5 o'clock, while one of their number hastened to Provincetown to procure horses to draw the boat from the more distant station. At daylight efforts were again made to fire a line over the vessel but without success, as she was too far off the land. The Race Point crew now proceeded to effect a launch through the heavy seas, but after two desperate trials, in each of which the boat capsized and threw the men out, the undertaking had to be abandoned. Three of the crew received painful injuries and were nearly drowned. Had it not been for the presence of their fellow-surfmen, who promptly rushed in and helped them out of the breakers, their fate would have been uncertain. At 11 o'clock the wind abated somewhat, and the turn of the tide smoothed the sea sufficiently to enable the crew of the Peaked Hill Bars Station to go off and bring ashore the imperiled sailors. The schooner proved to be the *Sophie Krans*, of Boston, Massachusetts, bound from Perth Amboy, New Jersey, to Portland, Maine, with a cargo of coal and a crew of nine men all told. She went to pieces two days later (February 2d,) and with the exception of a quantity of material that was saved by wreckers, became a total loss, as did also the cargo.

January 31.—Just before sunrise the north patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, burned a Coston signal to warn a steamer that was running too near the beach. As she did not at once change her course, the surfman burned a second signal, which was responded to with a blast of the steam-whistle, and the vessel then sheered off out of danger.

February 1.—The surfman of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, on patrol to the eastward, between 4 o'clock and sunrise, discovered a schooner dangerously near the beach and warned her off by discharging a Coston light. The west patrol of the same station, on duty from 8 o'clock until midnight, sighted a tug standing too near the shore for safety and flashed his red signal to warn her. She at once changed her course and went clear.

February 1.—Shortly after noon the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, started to the assistance of the four-masted schooner *Charles E. Balch*, of Bath, Maine, which, through mistaking the buoys, had gone ashore in the morning on Flynn's Knoll, about two miles northwest of the station. She was bound from Perth Amboy, New Jersey, to Portland, Maine, laden with coal, and carrying a crew of ten persons. The surfmen, after rowing half the distance against a strong head wind, were picked up by pilot boat No. 10, and towed to windward of the stranded vessel from which vantage-point they were enabled to drop down and board her. The station men assisted in laying out a kedge-anchor, which could not have been done in the swift-running tide by the schooner's crew unaided. They remained on board, lending whatever help they could, until 5 o'clock, when she was successfully floated and proceeded on her voyage. The captain was very thankful for the assistance thus rendered.

February 1.—The crew of the Lewes Station, (Fifth District,) coast of Delaware, rescued from a quicksand near Cape Henlopen a horse belonging to Mr. David Hazzard, of Lewes. But for their timely response to Mr. Hazzard's call for assistance the animal would have perished.

February 2.—A man who started from his home at Bay Port, Long Island, on a shooting expedition, and had dragged his gunning skiff several miles over the soft ice in an attempt to reach Fire Island before dark, became exhausted on the way and was cared for and sheltered at the Lone Hill Station, (Third District,) New York. After breakfast the following morning he resumed his trip, very thankful for the kind attentions he received from the surfmen, for want of which he might have perished with cold during the night.

February 3.—At half-past 11 o'clock at night, during the prevalence of a northeast gale and blinding snow-storm, the north patrol of the Fourth Cliff Station, (Second District,) coast of Massachusetts, heard the slatting of sails near the beach and immediately flashed his Coston signal. He was presently answered by the burning of a torch, which enabled him to make out a schooner ashore several hundred yards off the Third Cliff, and about a mile and a half from the station. Without further delay he hurried back and summoned the life-saving crew. The heavy weather made it practically impossible to row the surf-boat to the scene of the accident, and nearly three hours would have been lost in procuring horses to draw it over the sands; so it was determined, as the most expeditious course, to use the boat belonging to the Massachusetts Humane Society, which is kept in a house close by where the vessel stranded. As the wind and sea were momentarily increasing in violence, the men set out with all haste and soon had the boat down near the water's edge ready to launch. It was finally got off through the surf, although at the first attempt it was thrown back and half filled by the heavy seas. After clearing the outer breakers the light craft, which contained only four thwarts, (three of the surfmen having been left on the beach,) had to be bailed out a second time to prevent swamping. The night was intensely dark, and had it not been for the vessel's lights the life-savers would have experienced the utmost difficulty in finding their way alongside. The schooner's crew, numbering eight men, were anxious to get ashore, but loth to leave their personal effects behind, as the latter could not be brought off at the same time in so small a boat. The captain said that he had a good yawl on deck, but the sailors were afraid to take the risk for fear of capsizing, although two of the surfmen offered to help man it. The sea had now commenced to break furiously over the vessel and it was getting extremely dangerous to remain longer on board. By clever management all hands were safely landed and conducted to the station, where they were given dry clothing from the supplies furnished by the Women's National Relief Association, and provided with hot coffee and food. They were sheltered and fed until the 6th, when the keeper succeeded in obtaining transportation for them to Boston. One of the company had his feet frost-bitten and could not walk, so a conveyance was secured to carry him to the depot. The schooner was the *Mary A. Killen*, of Thomastou, Maine, bound from Havana, Cuba, to Boston, with a valuable cargo of sugars. With the exception of the anchors, chains, and a portion of the rigging, everything was lost.

February 3.—Shortly before 8 o'clock at night, during a blinding snow-storm, the western patrol brought to the High Head Station, (Second District,) coast of Massachusetts, the crew, numbering five men, of the British schooner *Laura Brown*, of Parrsboro', Nova Scotia, who had

landed on the beach in their own boat after their vessel had struck on Peaked Hill Bar, about one mile from the station. The wind was blowing fresh from the north and the weather was so thick that as soon as the craft stranded the sailors abandoned her and were met, when they reached the shore, by the surfman on duty, who had flashed a Coston light a few moments previous. The surf boat was immediately launched and the life-saving force pulled alongside the schooner and succeeded in bringing off the personal effects of the castaways. The men were sheltered at the station over night and during the following day. At high tide the vessel fortunately worked over the shoals and well up on the shore, out of reach of the heavy sea which prevailed along the coast on the two succeeding days. On the 22d she was floated off by a tug without having sustained serious damage, and towed to Provincetown, Massachusetts, for repairs. She was bound from New York to Saint John, New Brunswick, with a cargo of coal.

February 3.—During the watch between 8 o'clock and midnight, the east patrol of the Blue Point Station, (Third District,) coast of Long Island, New York, observed a steamer heading toward the beach with both side-lights plainly in sight. In a little while she would have been ashore. He promptly flashed a Coston signal to warn her, when she at once changed her course and sheered out of danger.

February 3.—During the night, a northeasterly snow-storm prevailing at the time, one of the patrols of the Long Branch Station, (Third District,) coast of Long Island, New York, sighted the light of a vessel close to the breakers. He promptly warned her of her danger by displaying a red Coston signal.

February 3.—The patrol of the Lewes Station, (Fifth District,) coast of Delaware, just before 8 o'clock in the evening, discovered a boat adrift some distance north of the station. He at once obtained the help of some men in the vicinity and dragged the boat in over the field-ice fringing the shore to a place of safety.

February 3.—During a northeast gale and blinding snow-storm, in the night, the crew of the Lewes Station, (Fifth District,) coast of Delaware, turned out and saved a boat which had broken adrift from the Norwegian bark *Kromas*, lying in the bay. They had much difficulty in getting it out of the ice, but finally succeeded in hauling it up to a place of safety, where it remained until February 8th, when the moving of the ice from alongshore permitted its return to the bark. The Norwegian captain was very thankful for the life-saving crew's service.

February 3.—In the evening, during a hard rain-storm, two castaway fishermen came to the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, and were provided with food and comfortably sheltered over night.

February 4.—On this date a yawl-boat which had drifted ashore was found by the crew of the Parmet River Station, (Second District,) Cape Cod, Massachusetts, and hauled up on the beach out of harm's way. It was subsequently shipped to Boston to the agent of the schooner *D. M. Anthony*, to which vessel it belonged.

February 4.—At about 2 o'clock in the afternoon, during a strong north-west wind and heavy snow-storm, the fishing sloop *Alert*, of Somers' Point, New Jersey, dragged her anchor while lying in Absecon Inlet, and went ashore about three-quarters of a mile north-northwest from the Atlantic City Station, (Fourth District,) coast of New Jersey. The tide was falling at the time, and as soon as it turned, the life-saving crew boarded her in a small boat, they being unable to carry the large

surf-boat to the scene of the mishap, owing to the almost impassable barriers of ice and snow. They ran out and planted the sloop's anchor, and, with a line previously obtained from the station, hove her clear of the beach at 6 o'clock. This task was accompanied with no little difficulty, as the drift-ice was constantly washing on board the craft, impeding the men at their work. The vessel was afterwards got under way and taken to a safe anchorage. Her crew of two men were very thankful for this timely assistance.

February 4.—At 9 o'clock at night a vessel standing into danger was warned off by the patrol of the Dam Neck Mills Station, (Sixth District,) coast of Virginia, who promptly fired his Coston signal.

February 4.—The north patrol of the Cape Fear Station, (Sixth District,) coast of North Carolina, early in the morning discovered a schooner close to the beach making signals for a pilot. As she was in imminent danger of stranding, the surfman flashed his red Coston light to warn her off. At daybreak the vessel had worked to a safe anchorage a mile from the land.

February 5.—At 7 o'clock in the morning the topmasts of a vessel were made out, above the thick vapor that hung over the water, about three miles to the eastward of the Gurnet Station, (Second District,) coast of Massachusetts. Although no signals of distress were visible, the life-saving crew launched their boat and started off to her. A brisk northwest wind was blowing, the weather was very cold, and a high surf running with a good deal of drift ice. When within half a mile of the craft it was discovered that she was a three-masted schooner, with her mizzen-mast and bowsprit carried away, and otherwise damaged. She proved to be the *Mabel L. Phillips*, of Taunton, Massachusetts, bound to Salem, in the same State, with a cargo of coal from Baltimore, Maryland. From the captain it was ascertained that early in the morning of the 4th she had been in collision with the schooner *Lucy Graham*, of Philadelphia, Pennsylvania, and the latter had been sunk twenty miles off shore. The crew, consisting of eight men, all told, were saved and taken on board his own craft. The surfmen took dispatches ashore, and one of their number was sent on foot to the telegraph office at Duxbury, (a distance of nearly twelve miles,) to deliver them, the roads being too much blocked with snow to use a horse. In the forenoon of the following day a steam-tug arrived and towed the schooner away.

February 6.—At about 10 o'clock in the forenoon the crew of the New Shoreham Station, (Third District,) Block Island, went off in their boat to the assistance of the fishing-schooner *Laura Louise*, of Newport, Rhode Island, which, with a crew of four men, while attempting to leave on a cruise, had been caught by the ice and swept on a shoal near the breakwater, a quarter of a mile from the station. The station crew carried out one of her anchors and succeeded, after an hour or two of hard work, in releasing the schooner from her dangerous situation.

February 6.—A surfman belonging to the Point of Woods Station, (Third District,) Long Island, New York, while on his way across Great South Bay, discovered two ice-boats jammed in the ice and saved the spars and sails, which he brought to the station. They were subsequently delivered to the owner at Bay Shore.

February 6.—The crew of the Wallop's Beach Station, (Fifth District,) coast of Virginia, launched their boat and conveyed to Chincoteague Island, across the inlet, where they belonged, two fishermen who had been compelled to abandon their boat in the ice, in the bay, some miles

to the southward, and had come to the station for assistance in reaching home.

February 6.—At about 1 o'clock in the day the crew of the Cobb's Island Station, (Fifth District,) coast of Virginia, assisted in extricating from a dangerous situation in the ice the small schooner *John R. Walter*, of Chincoteague, Virginia, which was being swept out of the harbor by the strong ebb tide. She had a crew of three men, but they were powerless to do anything without aid. It being impossible to reach her through the ice with the surf-boat, and as she was not more than fifty yards from the shore, the life-saving crew ran out their beach-apparatus and by means of the wreck-gun got a line on board by which they succeeded in swinging her inshore, out of the heaviest ice, where she lay safely until the following day, when she was taken back into the harbor.

February 8.—Two wayfarers, tired and hungry, and who could not safely cross the bay on the ice after dark, came to the Lone Hill Station, (Third District,) Long Island, New York, in the evening of this date, and were given food and sheltered over night.

February 9.—The east patrol of the Hunniwell's Beach Station, (First District,) coast of Maine, who had the midnight watch, was attracted by a signal from a torch, at about 1 o'clock, on board of a vessel lying near the North Sugar Loaf, a small rocky islet, a quarter of a mile northeast of the station. He swung his lantern in response, and speedily summoned the life-saving crew, who launched their boat and went off to the distressed craft. She proved to be the schooner *Ella M. Hawes*, of Bath, Maine, bound home from Darien, Georgia, with a cargo of pine timber and a crew of seven men. The surfmen found her in a dangerous position, within twenty feet of the rocks. They at once set to work and carried out a kedge, and when the tide slackened hove her to a safe anchorage. The captain, who was anxious to obtain a tug, was taken on shore in the surf-boat, and, after transacting his business, put on board the schooner again. He warmly thanked the station men for their services.

February 9.—The steamer *James Barrass*, of London, England, carrying a crew of twenty-one men, bound from Benisa, Spain, to Baltimore, Maryland, with a cargo of iron ore, stranded at 8 o'clock at night on an outlying shoal off False Cape, Virginia, about three miles southeast of the False Cape Station, (Sixth District.) She was almost immediately discovered by the patrol, and the station crew went off to her in their boat. The keeper aided the captain with his advice in working the engines, it being flood-tide, and by half-past 9 they got the steamer afloat. He then piloted her well clear of the shoals, and saw her safely on her course for Cape Henry. The False Cape crew were accompanied on the trip by the north patrol of the Wash Woods Station, who joined them just as they were about to launch.

February 10.—In the forenoon, at about half-past 10 o'clock, as the dense fog, which had prevailed during the entire morning, cleared away, the lookout of the Plum Island Station, (Second District,) coast of Massachusetts, discovered a stranded schooner some four miles to the southward. While preparations were being made to launch the surf-boat it was observed, by the aid of the glass, that the crew of the vessel had safely reached the shore in their dories. The life-saving men, therefore, started on foot down the beach and arrived at the scene of the wreck at noon. They found sixteen fishermen, with their belongings, not knowing which way to turn for shelter. From the captain it was learned that the craft had struck at half-past 5 in the morning, the weather being so thick that no trace of land was visible. He ascribed

the cause of the accident to an unknown error of the compass. As the outlook became threatening, with the rising wind and sea, the instruments and clothing were gathered together and the crew effected a landing, being unsuccessful in an attempt to run an anchor off shore. The captain staid on board until the schooner bilged. She was the *Lizzie H. Haskell*, of Gloucester, Massachusetts, bound to Boston from George's Banks, with a cargo of fresh fish. Finding that nothing could be done to relieve the vessel, the surfmen obtained a conveyance and the fishermen, with their effects, were taken to the Half-Way House, a mile to the northward, where half of their number received shelter for the night, while the other eight were conducted to the station. The keeper, at the first opportunity, sent a telegram to the owners informing them of the disaster. The wrecked people were nearly famished with hunger, having had nothing to eat for the past twenty-four hours. Their wants were kindly attended to by the surfmen. On the following day (11th,) the keeper succeeded in procuring free transportation for eleven of the men to their homes. The schooner almost immediately broke up and the débris was strewn far and near along the beach. A gang of wreckers saved what little they could.

February 10.—The beach patrol of the Ship Bottom Station, (Fourth District,) coast of New Jersey, at 11 o'clock in the morning, reported a barkentine ashore abreast of Great Swamp, about one and three-quarter miles northeast by north from the station, and lying nearly three hundred yards off the land. The weather at the time was thick and foggy. The surf-boat was immediately launched, and at a little after 12 o'clock was alongside of the stranded vessel. She was ascertained to be the *Charles Platt*, of Philadelphia, Pennsylvania, on her way from Pernambuco, Brazil; to New York, laden with sugar, and carrying a crew of ten men. The latter had run out and planted a small anchor, and were endeavoring to heave her off; the tide was falling so rapidly that the attempt proved futile and had to be abandoned. The life-saving men went on board and helped to furl the sails and secure the hatches; then, taking the steward and two sick seamen and a quantity of baggage, they proceeded to the shore. Subsequently the captain and the remainder of the ship's company were safely landed, together with their clothing and personal effects, which were towed ashore in the vessel's yawl-boat. Eight of the crew took refuge at the Harvey's Cedars Hotel, while the captain and first mate were sheltered for about nine days at the station. The barkentine at once commenced breaking up and became a total wreck.

February 10.—During the night the patrol of the Little Island Station, (Sixth District,) coast of Virginia, seeing a steamer running too close in shore discharged a red Coston signal, from which the craft took warning and sheered off.

February 11.—When about three miles south of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, the surfman on patrol duty between 4 o'clock and sunrise, discovered a steamer in danger of running ashore, and flashed a Coston signal as a warning to keep off. She at once changed her course farther from the land and went clear.

February 11.—The patrolman of the Spermaceti Cove Station, (Fourth District,) coast of New Jersey, between the hours of midnight and 4 o'clock in the morning, found a twelve-foot bateau in the surf, containing a pair of oars. It was hauled out on the beach and cared for until delivered up, more than two months later, to parties who were authorized by the owner to receive it.

February 11.—The Austrian bark *Kraljevica* was wrecked upon Barnegat Shoals, coast of New Jersey, during a thick fog, and eight of her crew were lost while attempting to land. Three of the crew of the Barnegat Station (Fourth District) were also lost. For the particulars see page 39.

February 11.—The crew of the False Cape Station, (Sixth District,) coast of Virginia, took charge of and delivered to the custody of the State Wreck Commissioner, a boat which had drifted ashore and been found by a private citizen the evening previous.

February 13.—The crew of the Ditch Plain Station, (Third District,) coast of Long Island, New York, afforded shelter and succor to six men belonging to the three-masted schooner *Lizzie M. Dun*, of New York, which had been wrecked three days previous on Shagwong Reef, Block Island Sound, off the northerly shore of Montauk, Long Island, some five miles from the station, during thick easterly weather. The vessel struck the reef the night of the 10th, while on her way from Baltimore, Maryland, to Providence, Rhode Island, with a cargo of coal. The weather continuing thick on the 11th, 12th, and 13th, the people remained on board, and nothing was known of the wreck at the station, which is on the south shore, until the latter date, when the crew of eight men landed and found their way in the fog to the house of Mr. Conklin, who notified Keeper Stratton, when the latter at once took six of the men to the station, the captain and mate remaining at Conklin's house. The men were cared for by Stratton until the following Monday (two days,) and supplied with needful clothing from the box donated by the Women's National Relief Association, the station crew in the meantime (14th,) going over to the vessel and securing her sails, etc., to prevent their being washed away. On the 15th conveyance was obtained for the men to Bridgehampton, whence, after a day's stay at the Mecox Station, near that place, they took the train for New York. The schooner was completely wrecked, nothing but her sails and rigging being saved.

February 13.—The north patrol of North Beach Station, (Fifth District,) Maryland, returned a little after 3 o'clock in the morning and reported that a vessel was ashore on the outer bar, about three miles distant. The ox-team was instantly hurried to the beach with the apparatus, and arrived abreast of the ship at half-past 5 o'clock. The fog then closed in so densely that the vessel's light could not be seen until 6 o'clock, when it was evident that the ship was too distant to be reached with the apparatus, and the ox-team was sent back for the surf-boat. An hour later the fog had cleared up so that a large ship was visible about a half mile from shore, but in no apparent trouble. Two Coston signals were burned between 3 and 4 o'clock in the morning in the thick fog. The crew returned, and the vessel sailed in the afternoon.

February 15.—At about 11 o'clock at night four sailors came to the Watch Hill Station, (Third District,) coast of Rhode Island, for shelter, reporting that they were the crew of the schooner *Lucy A. Blossom*, of Winterport, Maine, coal-laden from South Amboy, New Jersey, for Newport, Rhode Island, which had just sunk about a mile southeast of the station. There was a stiff southerly breeze with quite a rough sea and the vessel had carried away her mainmast when three miles to the southward and eastward of Watch Hill, the mast in its fall ripping open the deck and causing her to rapidly fill with water. The captain had headed for shoal water as soon as he found she was settling and anchored about a mile from the beach, hoping that by bringing her head to the sea she might be kept afloat. It was of no avail, however,

and they were compelled to take to their yawl; the vessel going down almost immediately afterwards. The four men were sheltered and fed at the station until the 18th, when they left for their homes. As the wreck lay directly in the track of vessels, with the fore-topmast sticking out of water, the station crew maintained a light on the mast at night until its removal, as a warning to craft passing in and out of the Sound.

February 16.—The crew of the Paul Gamiel's Hill Station, (Sixth District,) coast of North Carolina, were engaged for several hours assisting in floating the schooner *Annie Wallace*, of Norfolk, Virginia, which had grounded some miles from the station, in Currituck Sound.

February 16.—On this date the keeper and crew of the Little Kinna-keet Station, (Sixth District,) coast of North Carolina, went to the schooner *Willie T*, of New Berne, North Carolina, which was ashore about three-quarters of a mile south-southwest of the station, and laid ways and put rollers under her, and got her ready for launching. The vessel, while lying at anchor in Pamlico Sound during the heavy westerly blow of January 10th, parted her cable and was driven high up on the beach. No one was on board when the accident occurred. On February 23d the life-saving crew moved her about one hundred and twenty-five yards to where she floated off. The captain was very grateful for this service, and said that without the assistance of the station men he could not possibly have gotten his craft into the water again.

February 17.—Near the last of the ebb-tide the small schooner *Alfaretta*, of Newburyport, Massachusetts, after crossing the bar at the entrance of the Merrimac River, (inward bound,) with a light southerly wind, not being able to stem the swift current caused by the heavy freshet, was carried on the north breaker, where she took the ground hard and fast. The accident occurred at about half-past 3 o'clock in the afternoon, and was witnessed by the lookout of the Plum Island Station, (Second District,) coast of Massachusetts, a mile and a quarter to the southward. The life-saving crew immediately launched the surf-boat and proceeded to the vessel's assistance. Arriving on board, they at once set to work and carried out an anchor, with sixty fathoms of line, in the deep water of the channel, and when the tide rose sufficiently succeeded in heaving the craft afloat without damage. The surfmen then helped to make sail and got her under way, after which she proceeded on her way to Newburyport. Her crew consisted of four men, who had just returned, with a cargo of fresh fish, from a cruise on the banks.

February 17.—The crew of the Rockaway Point Station, (Third District,) coast of Long Island, New York, went off at about noon to the assistance of the steamer *Ceres*, of New York, which had grounded at low water on Rockaway Shoals, two and a half miles from the station, while on her way from Barren Island to New York. As she was lying easy the station crew remained on board until she floated on the flood tide, when they piloted her out into the channel and saw her safely on her way.

February 18.—Two lumbermen, who came from the woods, where they had been at work, were, on the night of this date, furnished with lodgings at the Muskallonge Lake Station, (Tenth District,) Lake Superior.

February 20.—At about 9 o'clock in the morning, the crew of the South Brigantine Station, (Fourth District,) coast of New Jersey, discovered a capsized skiff in the bay southwest of the station, about two hundred yards from the shore, with a man clinging to the bottom. The wind was blowing strong from the northwest. Immediate assistance was

rendered by the life-saving crew, and the skiff and its occupant were rescued and carried to the station. The latter, James Rockhill, of Tuckerton, New Jersey, was found in an exhausted condition from cold and wet, and from his efforts to keep from drowning. He was revived by the timely action of the crew and sheltered, clothed, and cared for at the station for two days. The contents of the skiff, consisting of gunning implements and materials, provisions, etc., were saved and returned to the owner. Had it not been for the opportune succor of the life-saving crew the man would doubtless have perished.

February 20.—At about 10 o'clock in the forenoon, the crew of the Hog Island Station, (Fifth District,) coast of Virginia, observed a large three-masted schooner running too close to the beach, and in danger of stranding on the shoals. They at once hoisted the International Code signal J. D., ("You are standing into danger,") when she at once put her helm up and sheered off to a safe distance.

February 20.—At about 4 o'clock in the afternoon, during the prevalence of a westerly gale and bitter cold weather, the lookout at the Hog Island Station, (Fifth District,) coast of Virginia, observed a small sloop run ashore near Cove Point, a mile and a half south of the station, while beating in through Great Machipongo Inlet. The crew at once turned out to her assistance, learning upon arrival that she was the *Lilie*, of Eastville, Virginia, from New Inlet, a few miles down the coast, bound in to Hog Island with a cargo of lumber. She had two men on board, who owned her jointly. The vessel lay in a bad position, thumping the bottom and with the sea dashing all over her. The life-saving crew, therefore, lost no time, but got out an anchor and after an hour or two of hard work succeeded in floating the sloop off. She was then taken to the anchorage, two miles above where she stranded. There is no doubt that she would have been totally wrecked but for the prompt arrival of aid; the two men being drenched to the skin, almost perished with the cold, and unable to do anything. Their situation was all the more serious owing to the destruction of their skiff. The latter had been towing astern, and as soon as the vessel struck it was stove and knocked to pieces by the sea.

February 20.—Two wayfarers, journeying to White Fish Point, stopped at the Muskallonge Lake Station, (Tenth District,) Lake Superior, and were given food and sheltered for the night.

February 21.—Between 8 o'clock and midnight the eastern patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, seeing a vessel dangerously near the shore, warned her off by burning a Coston light.

February 21, 22.—On these dates the crew of the Durant's Station, (Sixth District,) coast of North Carolina, went to the assistance of the sloop *Dunwoodie*, of Wilmington, Delaware, that to prevent foundering had slipped her cables and run ashore on the north side of Hatteras Inlet, in the morning of the 21st, during a fresh northwest gale. The life-saving men swept for and found the lost anchors, and placed them on board the vessel. At the time of the accident she was on her way from Washington, North Carolina, to Hatteras, in the same State, with a cargo of general merchandise, and a crew of four men. She succeeded in getting afloat on April 7th without damage.

February 22.—The south patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, shortly after midnight, observed a schooner steering directly for the beach and but a short distance off. He at once burned a Coston signal, and by this warning prevented her running ashore.

February 22.—Between 12 and 1 o'clock in the afternoon, the keeper of the Cleveland Station, (Ninth District,) Lake Erie, discovered two men in a dangerous position on the ice a couple of miles from the station. There was an opening of clear water of about a mile in width between the breakwater and the floating ice, and the wind was blowing strong off shore. The regular life-saving force being off duty for the winter season, six men were speedily mustered to transport and man the boat, which was dragged on a hand-sled to where it could be safely launched. The feat was accomplished with no little difficulty and risk, as when near the water's edge the crew broke through the ice, but finally managed to get into their boat and make the start. The imperiled men were brought off and landed on the pier. They had been trying, with grapnels, to recover their nets, which had been set before the ice made, and while so engaged the opening occurred. Had a rescue not been thus promptly effected they would undoubtedly have been swept far out into the lake and probably lost. The surfman broke through the frozen surface several times on their return, but succeeded, at 3 o'clock, in reaching their quarters without further accident.

February 24.—The patrolman when about half a mile north of the Chatham Station, (Second District,) coast of Massachusetts, between 3 and 4 o'clock in the morning, saw through the darkness a vessel's lights quite near the shore, and a few moments afterwards he made out the craft to be a schooner heading directly for the beach. He immediately burned a Coston signal, when she quickly changed course and stood off the land. There was a strong wind blowing at the time, with a rough sea, and the schooner approached near enough for the surfman to see that she was laboring heavily under close reefed sails. But for the timely warning she would have stranded and most likely been lost.

February 25.—Shortly before 6 o'clock in the morning the north patrol of Atlantic City Station, (Fourth District,) coast of New Jersey, sighted a sloop stranded on the north shoal of Absecon Inlet, about three-quarters of a mile northeast from the station. She proved to be the fishing sloop *Flash*, of Perth Amboy, New Jersey, with a crew of three men, and had fouled her anchor and dragged ashore the previous night during the prevalence of a fresh southeast wind. The life-saving crew boarded her at once, ran out an anchor, and with the additional aid of the vessel's sails, gradually worked her on the rising of the tide into deep water. After getting the sloop afloat and into the channel the crew of the station, by the use of her sails and two surf-boat oars, (she having lost her rudder,) succeeded in steering her into a safe harbor, where she was safely anchored. The only apparent damage sustained by the sloop was the loss of her rudder.

February 25.—The sloop *Rebecca J.*, of Chincoteague, Virginia, bound from Hog Island to Chincoteague with a cargo of oysters, sprang a leak during a strong blow from the southwest, while lying half a mile southwest from the Watchapreague Station, (Fifth District,) Virginia, and the captain finding it impossible to keep her free, ran her ashore on the south end of Cedar Island, at 5 o'clock in the afternoon, and reported at the station. The keeper immediately visited the wreck, but could do nothing as she had filled with water. The station crew subsequently assisted in saving the sails, rigging, etc. The vessel became a total loss.

February 26.—At about 7 o'clock in the morning of this date the lookout of the Quoddy Head Station, (First District,) coast of Maine, observed the schooner *Hattie*, of Deer Isle, Maine, that had entered the Roads the previous night, dragging from her anchorage. She had cleared from home, in ballast, and was bound for Eastport, in the same

State. A strong southeast gale was blowing at the time, accompanied by heavy rain, and a high sea was running. The life-saving crew hurried to the relief house, situated on the northern shore, and just as they arrived there the vessel struck on Crowell's Ledge, a mile north-northeast of the station. The surf-boat was at once launched. While going through the breakers the keeper was thrown overboard in his efforts, with the steering-oar, to keep the boat from being dashed broadside on the beach. He succeeded in reaching a ledge, where the surfmen, after getting clear of the shore, backed in and took him off. In the meantime the anchor-chains of the schooner had been slipped and the jib hoisted to keep her from keeling over, while the crew of five men had taken refuge in the cabin to escape the heavy seas that were sweeping her decks. By skillful management the station crew worked their way under the lee of the ledge and of the vessel, and there waited for nearly an hour, until the ebb-tide bared the rocks. At last one of the men succeeded in leaping on to the ledge with a line and hauled the boat in to where the rest of the crew could safely make a landing. The boat was then hauled out clear of the surf. By means of a rope, which was hove to the stranded craft, the sailors, with their personal effects, reached the rocks. Their yawl-boat was secured and bailed out, filled with supplies, and launched with three men in charge, who contrived, by careful handling, to get into deep water and, finally, to the lee of a sand-bar, where a crowd of people had gathered and were waiting to help them ashore. More than once it was feared that the frail skiff, which was tossed about in the waves like a chip, would be swamped, and the surf-boat was held in readiness to give succor in case of mishap. The latter, heavily laden, soon followed the yawl, and was carried swiftly through a slue between the ledges to open water. Both boats, with their occupants, were obliged to remain on the sand-bar for three hours, until the tide rose sufficiently to enable them to reach the main-land. There they found shelter from the rain in a fish-packing establishment, in which place also they stored the articles brought from the vessel. Later in the day all hands repaired to the station for dry clothing and food. On the flood-tide, shortly past noon, the schooner commenced to work over the ledge and the life-saving crew went off to her as speedily as possible, but before they could board her she rolled over and sank in twenty-four feet of water. On March 2d the wrecked seamen left for their homes, grateful for the comforts they had received during their five days' sojourn at the station. The weather continued so stormy that it was not until the afternoon of March 4th that the surfmen were able to strip the submerged craft of her sails and running rigging, a previous attempt proving unsuccessful on account of the thick coating of ice that had formed on her. A sloop engaged by the captain came alongside and took the gear. On March 26th the station men assisted to run chains under the schooner and fasten two vessels alongside of her. By these means she was raised on the flood tide and carried into shoaler water. She was subsequently taken to Calais, Maine, for repairs, having sustained considerable damage to the hull.

February 26.—The schooner *Sarah Purves*, of New York, whence she was bound with a cargo of petroleum for Providence, Rhode Island, dragged ashore in Huntington Bay, on the westerly side of Eaton's Neck, Long Island, about a mile to the southward and westward of the Eaton's Neck Station, (Third District,) at half-past 3 in the afternoon. There was a furious gale blowing dead on shore from the northwest, and the sea being heavy the schooner bilged almost as soon as she struck. She was about a hundred and fifty yards from the shore. The station crew

had been watching her at anchor all day, and as soon as they observed her adrift they hastened across the Neck to render assistance. By the time they arrived the crew of the vessel, four men, had shoved off in their boat. The station men assisted them in landing, and at once conducted them to the station, where their ice-covered garments—for the weather was bitter cold—were removed and replaced with dry clothing from the supply donated by the Women's National Relief Association. They were sheltered and fed for four days. The schooner broke up and became a complete wreck, much of the cargo drifting ashore. The life-saving crew lent material aid in recovering the barrels of oil from the surf and rolling them to a place of safety.

The captain, upon his return to New York, published the following acknowledgment in the *New York Herald* :

“NEW YORK, March 18, 1886.

“*To the Editor of the Herald:*

“Kindly allow me, through the columns of your valuable paper, to tender, on behalf of myself and crew, our grateful acknowledgments to the life-saving keeper and crew stationed at Eatou's Neck, Long Island, for their timely assistance in rescuing us from our perilous condition on the wreck of the schooner *Sarah Purves*, stranded near their station, on the night of the 26th ultimo; also for their kind attention to our comfort while at their quarters.

“JAS. BATEWELL,

“*Master Schooner Sarah Purves.*”

February 26.—During the prevalence of a strong northwest gale the fishing schooner *Edward M. Hartshorn*, of Perth Amboy, New Jersey, with a crew of four men, dragged from her anchorage at 9 o'clock in the morning and grounded on the north shoal of Absecon Inlet, about two hundred yards from the shore and three-quarters of a mile north from the Atlantic City Station, (Fourth District,) coast of New Jersey. She displayed a signal for assistance, and the life-saving crew promptly hauled the life-boat to the inlet, but owing to the high wind found it impossible to render any help until a hawser was procured from the station. This was accordingly done and made fast to a wharf to windward of the stranded vessel, and, with the coil in the boat, the life-savers scudded before the wind through a high surf, reached the schooner in safety, and secured the line. They then hauled themselves back to the beach. An effort was made by the use of tackles on the in-shore end of the hawser to pull the schooner clear of the shoal, but the attempt proved ineffectual. On account of the heavy sea and wind, which continued with much force throughout the day, and the drifting ice, which was thick in the inlet, no further endeavor was made to float the schooner (not being in imminent danger,) until the morning of the 28th, when, the wind and sea having somewhat subsided, the station crew by energetic work hove her clear of the shoal and moored her safely alongside of the railroad wharf. The vessel was so thickly covered with ice that sail could not be made on her. The captain and crew of the *Hartshorn* were sheltered and cared for at the station until the next day, they having reached the shore by the aid of the hawser previously sent to them. The schooner sustained no perceptible damage.

February 26.—Just before sunrise a schooner was discovered by the lookout of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, dangerously near the shoals in Pamlico Sound, about three miles southwest of the station. She soon afterwards hoisted a signal for a pilot.

It was blowing hard from the west-southwest, with rain, and a heavy sea on, and as it was found impossible to row the surf-boat in the face of the strong head wind, a large canoe was obtained by the life-saving crew, and they proceeded at once under sail to the distressed craft. The water was so rough when they arrived alongside that the canoe carried away part of its stern and started its fastenings by unavoidably striking against the vessel. The latter proved to be the *John Young*, of Perth Amboy, New Jersey, with a load of pine lumber from Adams Creek, North Carolina, consigned to parties in Philadelphia, Pennsylvania. She had on board a crew of five men. The vessel had got out of her course and was in a precarious position among the shoals where it was difficult for her to get away. The assistance of the surfmen was requested, and they went on board, reefed the sails, and helped to heave up the anchors. They then aided in working her into deep water, and, after instructing the captain as to the best channels to follow, left the craft, at about 10 o'clock in the afternoon, to continue her voyage.

February 27.—On this date, one of the coldest of the season, during the prevalence of a furious northwesterly gale, the crew of the Coney Island Station, (Third District,) coast of Long Island, New York, engaged in an unavailing attempt to relieve the crews of a tow of scows belonging to the New York Street-Cleaning Department, which had sought shelter from the gale in Gravesend Bay, some miles from the station, and were unable to extricate themselves from the ice. While attempting to reach the scows in their surf-boat the life-saving crew got caught in the ice themselves, and being swept far to leeward by the gale and strong ebb-tide, were compelled to remain in their exposed situation in the open boat all night. They suffered intensely with the cold, and several of the party were badly frost-bitten. At daybreak of the 28th, finding the ice would bear them, they abandoned the boat and made their way to the shore, a mile or two distant, on foot, without further mishap, save to one man, who broke through and got a ducking in the icy water. The scows were fortunately released that day by a tug sent to their relief from New York. The station crew were unable to recover their boat until the following day. (March 1st.)

February 28.—On the previous day the schooner *Quivet*, of Portland, Maine, bound home from Eastport, in the same State, anchored off the west side of Great Cranberry Island during the prevalence of a north-west gale and snow-storm. She was in ballast and had a crew of three men. In a heavy squall, at about 5 o'clock in the evening, she parted both cables and drove on Long Ledge, two and three-quarters miles west-northwest of the Cranberry Isles Station, (First District,) coast of Maine. The vessel could not be seen from the station on account of the thick woods that intervened, and the keeper was not informed of the accident until the following morning (28th,) when the life-saving men at once launched their boat and started to the scene of the mishap. They found the craft high out on the shore, apparently not much damaged, but badly iced up. The surfmen assisted to take out lines, forward and aft, and make them fast to rocks for the purpose of holding her in position, and then removed a good sized boulder from under her inside quarter, on which she had pounded. As nothing more could be accomplished until the weather moderated the station crew returned to their quarters. Shortly after 10 o'clock in the morning of March 3d, the wind having somewhat abated, the surfmen resumed their efforts in trying to float the stranded vessel. They laid out an anchor, dug away a portion of the beach to windward, and made preparations to heave her off at

high-tide. Towards night, however, the wind blew so hard on shore that operations had to be temporarily suspended. The next two days (4th and 5th,) were spent by the life-saving force in futile endeavors to get the schooner into deep water. They threw part of the ballast overboard, stopped a number of leaks, pumped her out, dislodged and cleared away sundry dangerous rocks, and made several attempts to heel her over, but the weather still continuing unfavorable for successful operations it was decided, after heaving her head offshore, to wait a more seasonable time. Early the following morning the vessel worked off on the flood tide and proceeded to Southwest Harbor without further assistance.

February 28.—At half-past 4 in the afternoon, during a fresh westerly gale, the crew of the Lewes Station, (Fifth District,) coast of Delaware, observed a schooner coming down the Delaware Bay under a press of canvas and with her colors in the rigging, making directly for the ice which fringed the shore near the station. She was almost decks under and appeared to be sinking. Two tugs put off to meet her, and upon getting alongside took hold and forced her through the ice onto the bar, about a quarter of a mile northwest of the station. The life-saving crew got on board as soon as she struck and assisted in furling the sails, and then helped the captain and his wife and children with their baggage safely ashore. She was the *E. G. Irwin*, of Wilmington, Delaware, from Philadelphia, Pennsylvania, bound to Norfolk, Virginia, with a cargo of phosphate; the captain reporting that she had been cut through by the ice some ten miles up the bay, near Brown's Shoal, and that he had been compelled to run her ashore to save her from sinking. She was afterwards temporarily repaired and floated off by wreckers and taken back to Philadelphia.

February 28.—On this date the keeper of the Fort Lauderdale House of Refuge, (Seventh District,) coast of Florida, found an eighteen-foot dory on the beach a mile and a half to the southward. The circumstance was duly reported and the boat held awaiting the claim of the owner.

March 1.—During the prevalence of a strong northwest wind, with clear and cold weather, at about 4 o'clock in the afternoon, a small schooner, evidently in trouble, was seen off the Hunniwell's Beach Station, (First District,) coast of Maine. The life-saving crew immediately got ready to go to her assistance. She ran down her sails and came to an anchor on Fox Island bar, a mile southwest of the station, and set a distress signal in the rigging. The surfmen pulled off alongside and found that she was the *Bar Bel*, of Damariscotta, Maine, bound from Portland to Bristol, in the same State, with a general cargo and a crew of two men. The latter were suffering from the cold and were more or less frost-bitten, while the vessel was covered with ice, with her sails frozen stiff and almost unmanageable. The station men beat the ice clear of the canvas, blocks, and running gear, took the bonnet off the jib and close-reefed the mainsail. They then got the schooner under way, beat her into the Kennebec River, and brought her to a sheltered anchorage in Heal's Eddy. Although it was clear overhead during the operations just described the vapor rising from the water, and which hung low along the surface, made observation beyond the vessel's length almost impossible, and added greatly to the risk in working the craft to a safe harbor. The station crew returned to their quarters at about 7 in the evening, receiving the hearty thanks of the captain for the assistance rendered.

March 1.—Just before daybreak the north patrol of the Watchapreague Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel which was in danger of running ashore. She at once went about on the other tack.

March 1.—The north midnight watch of the Watchapreague Station, (Fifth District,) coast of Virginia, seeing a vessel standing into danger warned her off by burning a Coston signal, and she escaped stranding.

March 2.—At 7 o'clock in the evening the south patrol of the Ocean City Station, (Fifth District,) coast of Maryland, fell in with a wayfarer on the beach almost exhausted from long travel and exposure to the cold westerly gale which had prevailed all day. He was journeying from Assateague, Virginia, to Berlin, Maryland, and had been afoot since early morning. The patrolman conducted him to the station, where needful attention was bestowed upon him by the crew, so that by next morning after breakfast he was able to continue his journey.

March 2.—A schooner was observed from the Parramore's Beach Station, (Fifth District,) Virginia, approaching dangerously near the shore late in the afternoon. She was warned by a signal and hauled off sufficiently to avoid danger.

March 2-4.—The period covered by these dates will long be remembered by the crew of the Hog Island Station, (Fifth District,) coast of Virginia, and by the little band of six men whom they rescued from the three-masted schooner *Leona*, of New York, lying a wreck upon Hog Island Shoals, about three miles southeast of the station. The hardships and perils to which they were subjected for one day upon the wreck, unable to reach the shore by reason of the gale, and a night at sea in the open life-boat exposed to the full fury of a wintry storm, with the temperature almost down to zero, will form a chapter in their lives not soon to be forgotten. It appears the *Leona* stranded at high water, on the outer edge of the shoals, at 5 o'clock in the morning of March 2d, while running down the coast before a northwesterly gale, on her way from New York to West Point, Virginia, with a heavy cargo of phosphate. The station patrol saw her almost as soon as she struck, and immediately gave the alarm. The life-saving crew, as quickly as they could don their clothing, hurried over to the cove on the westerly side of the island, launched the self-righting life-boat, and after about two hours of downright hard work, succeeded in breaking their way through the ice in the bay down to the inlet, a distance of two miles, and thence reached the vessel by half-past 7. The schooner by that time had bilged, and was sunk almost decks to, with the seas breaking over her fore and aft, and all the exposed portions of the hull, together with the masts and rigging to a height of twenty or thirty feet, literally sheathed with ice. She, in fact, looked more like an iceberg than a vessel. The six sailors were huddled together on top of the cabin, under the lee of the mizzen, the only semblance of safety they could find. But now came the question, how were they to be rescued? The journey out from the inlet, in the boat, after clearing the ice, had been comparatively easy, but to pull back against such a gale was simply impossible. Keeper Johnson therefore decided to remain by the schooner, hoping there would soon be a lull which he could take advantage of. As the sea was very dangerous, and the boat could not remain alongside for fear of being dashed to pieces, the men veered it off to a good scope of cable, and then took refuge on the cabin with the sailors. Their subsequent experience for nine hours, until 5 o'clock in the evening, almost drenched to the skin, with the wreck crunching and groaning beneath them, and threatening to go to pieces at any moment, must have been terrible.

And yet there came no lull, the gale lasting with unabated fury. At the hour named, therefore, with darkness coming on, and the vessel broken in two and gradually settling deeper in the sand, it was resolved to take to the boat. The latter was gained with some difficulty, and upon shoving off the men tugged hard at the oars in an endeavor to reach the shore. It was of no use, however, for the boat, instead of gaining, steadily lost ground. An anchor was then let go, but with no better result; the anchor being too light, it failed to hold. As a last resort the sails were set, close reefed, in the hope of beating up under the land and fetching in to one of the inlets to the southward. In this, also, they were baffled by the bursting of one of the sails, the boat, by the time they could get the sail in shape again, drifting at least five or six miles farther off shore. The night being dark and moonless, there was no alternative but to make the best of the situation by heaving to and letting the boat drift. The boat, which was of the English type, self-righting and self-bailing, was safe enough, but the men were in danger of being washed overboard or frozen to death. They were, in fact, all more or less frost-bitten, and an idea of their condition may be had from the statement in Keeper Johnson's report, that the mate and three of the sailors had given up all hope of seeing the light of another day. Fortunately at 5 o'clock, or just before daybreak of the 3d, they fell in with the schooner *Elisha Gibbs*, of New Bedford, Massachusetts, anchored outside of Chesapeake Bay, some five miles southeast of Smith's Island, the crew of which, after great difficulty, succeeded in picking them up, several of the party being so helpless that they had to be hoisted over the schooner's side. From the position of the *Elisha Gibbs* it appears the boat had drifted over twenty miles from the wreck. The captain and crew of the *Gibbs* did everything in their power to make the poor fellows comfortable. Keeper Johnson improved the opportunity to put into effective operation his knowledge of the treatment of frost-bites, and, with the exception of two of the seamen, whose cases were very severe and required hospital treatment, met with a large measure of success in relieving the sufferings of his own and the schooner's crew. When this was done and all hands were somewhat revived from the effects of their terrible exposure, the party shoved off at noon for Smith's Island, where they received a warm welcome at the station on that island, in charge of Keeper George D. Hitchens. They remained there until 7 o'clock the following morning, (March 4th,) when, feeling much refreshed, they set out on their return up the coast under sail. As the gale and sea were still ahead they made slow progress, and were only three miles from the place of starting when the wrecking steamer *Resolute*, of Norfolk, overhauled them and took them in tow to Hog Island, where they arrived at 5 o'clock in the evening, the life-saving crew having been absent from the station nearly sixty hours. Thus was brought to a happy issue what may be justly termed one of the most perilous adventures in the history of the Service. The wrecked sailors remained at the station the two following days, (5th and 6th,) during which time the life-savers went out to the wreck twice with the captain and the wreckers. They recovered nothing, however, but some of the light sails. The schooner was totally lost.

The following letter was received from the master of the schooner :

“HOG ISLAND, VIRGINIA, *March 4, 1886.*

“DEAR SIR: I cannot find language to express my gratitude towards Captain J. E. Johnson and his brave crew in successfully, at the risk of their own lives, saving the lives of myself and crew of five men. The

brave fellows, after toiling and battling for two hours through the ice which had formed on the shore by the extreme cold, came to our rescue, and by their noble act, alone of any earthly assistance, we were saved. God bless, encourage, and reward the Life-Saving Service, that glorious institution of our coast. At the time, the weather was extremely cold and the vessel, stranded and waterlogged, lay several miles from the shore, a complete iceberg. Had the life-saving crew not come to our rescue we should doubtless all have perished.

"GARRETT LIPPINCOTT,
"Master of Schooner *Leona*, of New York.

"HON. S. I. KIMBALL,
"General Superintendent Life-Saving Service."

March 2.—Soon after midnight, during the prevalence of a heavy northwesterly gale, the crew of the Cobb's Island Station, (Fifth District,) coast of Virginia, were called to the assistance of the small oyster sloop *Mary Ann*, of Cobb's Island, which had dragged ashore about five hundred yards from the station. She had three men on board. The weather being very cold, the flying spray soon covered her with a glare of ice. As she was in shoal water the surfmen waded out to her and by lifting and pushing with all their might soon got her afloat. She was then warped to a good berth and moored head to the wind and sea, where she could ride out the gale in safety.

March 3.—A dismasted schooner being seen, at 3 o'clock in the afternoon, some miles to the eastward of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, a surfman was at once dispatched to Provincetown for a steam-tug to tow the disabled craft inside.

March 3.—The fishing schooner *Thomas S. Rogers*, of Greenport, wind-bound, and which was at anchor outside, under the lee of the beach, off the Fire Island Station, (Third District,) Long Island, New York, during the northwest gale of this date, and out of fuel, was furnished by the keeper with sufficient coal to last her until she reached New York, her port of destination.

March 3.—The sloop *Two Brothers*, of Yorktown, Virginia, ran ashore in the inside passage back of the Parramore's Beach Station, (Fifth District,) Virginia, during a fresh gale from the northwest. She pounded so heavily as to start the oakum from the seams and make her leak. The keeper of the station furnished the crew with oakum sufficient to recalk the seams; and as they were destitute, he gave them food and clothing. The sloop was floated in the afternoon.

March 4.—At half-past 7 o'clock in the evening a vessel was discovered caught in the ice a short distance from the New Shoreham Station, (Third District,) Block Island. The life-saving crew at once went to her assistance, and by running lines and breaking out a channel succeeded, after two hours' time, in getting her safely into the harbor alongside of the wharf. She was the schooner *Nathan F. Dixon*, of Newport, Rhode Island, bound in from Providence.

March 4.—Between 9 o'clock and midnight the patrol of the Dam Neck Mills Station, (Sixth District,) coast of Virginia, fired a Coston signal to warn off a schooner that was standing too close in shore.

March 5.—Shortly before midnight of the preceding day the schooner *Annie T. Bailey*, of Gardiner, Maine, on her way to Booth Bay, in that State, from Salem, Massachusetts, struck on Beach Island Ledge a third of a mile south-southeast of the Fletcher's Neck Station, (First District,) coast of Maine. She was in ballast and had a crew of seven persons on board. The life-saving men arrived alongside in the surf-boat twenty-

five minutes after she stranded, early in the morning of this date. They at once set vigorously to work, laid out a kedge, and after repeated efforts succeeded in floating the vessel at about 9 o'clock. They remained by her until noon, when the tug *L. A. Belknap* took her in tow to Portland. The captain, in his report of the accident, alludes in the following terms to the services of the life-saving crew:

"The crew of the Life-Saving Station were of the greatest assistance to us; they came aboard at once, ran out the kedge for us, and did everything possible to put the vessel afloat, and are deserving of the highest credit.

"JOSEPH A. MARSON,
"Master."

March 5.—While one of the surfmen of the Seabright Station, (Fourth District,) coast of New Jersey, was returning from the north patrol, shortly before midnight, he discovered burglars in an unoccupied cottage situated on the bluff within a few feet of where he passed. He at once hastened to the station and notified the keeper, who repaired to the scene with four of his crew. The housebreakers, somehow, became aware of the approach of the men and succeeded in making good their escape, but the surfmen pursued them so pertinaciously that they were obliged to abandon their booty, which was recovered. The latter consisted of carpets, rugs, household linen, etc., valued at five hundred dollars. It was found that the thieves had entered six cottages. Early the following morning the keeper notified the owners of the houses, by telegraph, regarding the robberies.

March 5.—During the first night-watch the south patrol of the False Cape Station, (Sixth District,) coast of Virginia, observing a steamer approaching dangerously near the land, flashed his Coston light as a warning. The signal caused her to quickly haul offshore.

March 7.—At 2 o'clock in the morning the south patrol of the Ocean City Station, (Fifth District,) coast of Maryland, saw a steamer in dangerous proximity to the bar. He at once flashed a Coston signal, when she changed her course and made a good offing.

March 8.—At 1 o'clock in the morning, during rainy and thick weather, the patrol of the Aransas Station, (Eighth District,) coast of Texas, prevented a vessel from running into the breakers and going ashore by promptly burning his Coston light. Both the craft's side-lights could be seen when the warning signal was fired. She at once shaped a course off the land and narrowly escaped the danger of stranding.

March 8.—In the morning of this date the schooner *Lotta Mayo*, of Brashear, Louisiana, left Point Isabel, Texas, bound for Galveston, in the same State, with a cargo of bones and a crew of three men. While trying to work out over the Brazos bar, against a light southeast breeze, she misstayed and the ebb tide set her on the southern point of Padre Island. The crew of the Brazos Station, (Eighth District,) coast of Texas, pulled off to the stranded vessel, laid out an anchor, and succeeded, after two hours of vigorous work, in heaving her afloat. She was then taken to a safe anchorage abreast of the light-house, having sustained no material damage.

March 9.—At about half-past 1 o'clock in the afternoon a schooner was observed from the Fletcher's Neck Station, (First District,) coast of Maine, anchored a short distance from the shore off Ferry Beach, about three miles to the northward and westward of the station. A driving snow-storm had prevailed all the morning, so that it was impossi-

ble to make out the vessel before. The life-saving crew quickly launched their surf-boat and pulled alongside of her. She proved to be the *Agnes R. Bacon*, of Bridgeton, New Jersey, bound from Philadelphia, Pennsylvania, to Portland, Maine, with a cargo of coal and a crew of seven men. Her mainsail was split and useless, and she was in a berth that gave her but little sea-room. The captain decided to let her remain where she was until he could obtain the assistance of a tug. The station men returned to their quarters at 5 o'clock in the evening, and early the following morning (10th) they sent a telegram for a steamer. The latter arrived off the station at about 11 o'clock, and the surfmen went with her to the distressed vessel. They then helped to heave up the schooner's anchor, when the tug took her in tow, the life-saving crew piloting them clear of all dangers to a safe offing, where they shaped their course for Portland, Maine.

March 9.—Shortly before daylight the eastern patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, discovered a three-masted schooner ashore about five hundred yards off the land and a mile from the station. He flashed a Coston signal and then hurried back to summon his fellow-surfmen. The latter speedily launched the surf-boat and boarded the vessel. She proved to be the *Hannah E. Shubert*, of Bridgeton, New Jersey, bound from Perth Amboy, in that State, to Boston, Massachusetts, with a cargo of coal and a crew of seven men. At the request of the captain one of the station men was dispatched to Provincetown for the underwriter's agent, who shortly arrived with a party of wreckers. The schooner struck during a thick snow-storm and the prevalence of a moderate southerly breeze. The life-saving crew ran out a kedgø and attempted to heave her off, but a heavy northeast squall came up while the work was in progress and they were obliged to abandon the effort. The keeper and crew of the High Head Station also reached the scene soon after the accident and assisted in the operations. On the flood tide the vessel pounded over the shoals and stranded on the beach, where she subsequently became a complete wreck. A portion of the cargo, the anchors, chains, and sails were saved by wreckers. The sailors were sheltered and subsisted at the Peaked Hill Bars Station for two days.

March 10.—Shortly past dark the western patrol of the Race Point Station, (Second District,) coast of Massachusetts, during calm weather, observing a schooner drifting towards shore into danger, flashed his red Coston light, when she at once let go her anchor. A breeze springing up soon after enabled her to get under way and proceed into Provincetown Harbor.

March 10.—At 3 o'clock in the afternoon the steamer *Island Home*, not being able to get into Nantucket Harbor on account of the ice, steamed up the island off Great Point and commenced to land her passengers and the mail abreast of the Coskata Station, (Second District,) Massachusetts. Several of the surfmen manned a dory belonging to the keeper and brought ashore ten of the number, with their baggage, making six trips in the boat for that purpose. The entire party, consisting of twenty-eight persons, remained at the station until vehicles arrived to convey them to Nantucket. Four men, who were without means of transportation, were obliged to stay behind, and received shelter over night.

March 11.—At about 2 o'clock in the afternoon the crew of the False Cape Station, (Sixth District,) coast of Virginia, observed a steamer approaching dangerously near the outlying shoals off False Cape. They at once hoisted the International Code signal J. D., ("You are stand-

ing into danger,") which she answered by showing the British ensign, and then changed her course.

March 11.—The lumber-laden schooner *Phœnix*, of Lake Charles, Louisiana, bound thence to Brazos de Santiago, Texas, arrived off Brazos Pass about 9 o'clock in the morning of this date, and signaled for a pilot. A violent southeast gale of wind prevailed at the time and a high sea was running, which, together with the strong set of the flood tide, made it impossible for a pilot to go out over the bar. The range flags were hoisted to guide the schooner inside, and at half-past 1 she squared away for the bar. The vessel struck bottom coming in, became unmanageable, and the northerly current and heavy breakers drove her ashore on the southeast point of Padre Island, where she bilged. The craft lay a mile northeast of the Brazos Station, (Eighth District,) coast of Texas, with a tremendous surf sweeping clean over her. The life-saving force launched their boat and immediately put off to the scene. After considerable difficulty the crew of four men were taken from the wreck and safely landed, the surf-boat, which was all the while shipping water, being kept free by constant bailing. The vessel straightway commenced to go to pieces, much of her bottom planking being found washed up on the beach. The castaways were conducted to the station and furnished with a warm supper, and two of them were provided with dry clothing from the stock donated by the Women's National Relief Association. They were fed and sheltered for three days. The two succeeding days (12th and 13th,) the surfmen attempted to board the schooner, but were prevented by the heavy weather, which continued unabated. On the 14th what was left of the craft was sold by the captain, and she went into the hands of wreckers, who stripped her and saved a portion of the cargo. The following letter, expressing the gratitude of the master for the services rendered by the station crew, was subsequently received by the keeper:

"POINT ISABEL, TEXAS, *March 16, 1886.*

"DEAR SIR: I am very much obliged for the kind services I have received from you and your crew and for your assistance in trying to save the schooner *Phœnix*. I am sincerely grateful to you all for saving our lives, and thankful for your kind treatment of me and my crew while at the station.

"Yours, truly,

"A. F. DOBBERTIN,

"*Master of Schooner Phœnix, of Lake Charles, Louisiana.*

"T. W. NORMAN,

"*Captain of Life-Saving Station at Brazos Santiago.*"

March 12.—The crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, were engaged nearly all day assisting to launch the schooner *Vennor*, of New Berne, North Carolina, that dragged ashore from her anchorage in Pamlico Sound, on January 9th, during a furious gale from the westward. She was driven high out on the beach about twenty-five yards from the water's edge, at a point four and a half miles south-southwest of the station. No one was on board of her at the time of the accident. The owner, who desired to complete the necessary arrangements for floating his vessel, did not call on the station men for aid until the morning of the present date. The latter then helped to move her about a hundred yards, and finally succeeded in getting her into deep water. She came off without apparent damage.

March 13.—On this date, during the prevalence of a cold north wind and snow-storm, a wayfarer was sheltered over night at the Muskalonge Lake Station, (Tenth District,) Lake Superior.

March 14.—On this date the crew of the Forge River Station, (Third District,) Long Island, New York, pulled out half a mile from the shore to a small boat containing a party of men who were making signals for help. It proved to be a yawl with a pilot, and the third officer and three sailors belonging to the British steamship *Oregon*. A heavy sea was breaking on the outer bar with a dangerous surf running inside, and the third officer was the only one who would take the risk of landing with the life-saving crew. After waiting some time for a smooth chance a dash was made for the beach which was reached in safety. The yawl put out to sea again and was picked up by a passing steamer. The *Oregon* had sunk early in the morning after being in collision with an unknown schooner, and all her passengers had been safely transferred to two vessels that came to their rescue.

March 14.—Shortly after 4 o'clock in the morning, while it was yet quite dark, the east patrol of the Bellport Station, (Third District,) coast of Long Island, New York, discovered a vessel heading in toward the beach and almost ashore. He immediately warned her with a Coston signal when she quickly tacked and stood off.

March 14.—At 5 o'clock in the evening the crew of the Lewes Station, (Fifth District,) coast of Delaware, went off in response to a signal on board the schooner *Hattie Weston*, of Plymouth, Massachusetts, which had just arrived at the Delaware Breakwater in distress. She had encountered a series of heavy gales while on her voyage from Trinidad, West Indies, to New York, with a cargo of cocoanuts, during which her decks had been swept and she had lost her boat. She was also out of provisions and the crew were subsisting on cocoanuts. The station crew aided the captain in obtaining a fresh supply of provisions, and also secured for him the use of a boat during his stay in the harbor in place of the one lost.

March 15.—A young man named James Edward Kipp, of Asbury Park, was drowned by the capsizing of a fishing skiff in the surf near the Deal Station, (Fourth District,) coast of New Jersey. The young man's father, Charles E. Kipp, the other occupant of the boat, was rescued by the life-saving crew. For the details of this accident see page 45.

March 15.—On this date, shortly before 1 o'clock in the morning, the English brig *Alida A. Smith*, of Windsor, Nova Scotia, with a cargo of molasses and carrying a crew of seven people, struck the south bar of Hereford Inlet, about a mile southeast from the Hereford Inlet Station, (Fourth District,) coast of New Jersey. She was bound from Cienfuegos, Cuba, to the Delaware Breakwater, for orders, and had mistaken the Hereford Light for that at Cape Henlopen. Owing to the smoky and lazy condition of the atmosphere she was not discovered by the beach-patrol until daylight. The life-saving crew were mustered and proceeded to the scene of the disaster. While on their way the wagon ran over a log, dislodging the surf-boat from its bed, and staving a small hole in it. The work of repair caused a delay of some twenty minutes, when the crew again pushed forward with quickened steps. The vessel was boarded at half-past 6 o'clock and found full of water. Part of the crew, with their baggage, were taken on shore, when the station men returned to the wreck and furled the sails; the rest of the crew were then safely landed. Two of the surfmen conducted the captain to Cape May Court-House, where he telegraphed for assistance and

contracted with the Mayville Wrecking Company to strip the vessel and save the cargo. She soon broke up, however, and only a portion of the latter was recovered. The brig's crew were sheltered and cared for at the station for about three days.

March 15.—The sloop *John M. Price*, of Chincoteague, Virginia, with a crew of four men, while entering Tom's Inlet, coast of Virginia, on her way from Hog Island to Tom's Cove with a cargo of oysters, grounded on the bar about half a mile southeast of the Assateague Beach Station, (Fifth District,) at about 2 o'clock in the afternoon. The life-saving crew were quickly on hand with their surf-boat. They ran her anchor out into deep water, then crowded on all sail, and after heaving for some time on the windlass succeeded, when the tide rose, in getting the vessel afloat. She was at once piloted up into the creek and anchored. There is no doubt that but for the prompt action of Keeper Tracy and his men the vessel would soon have bilged and become a wreck. As it was, she was leaking when they got her off. The captain, who owned a share in her, was very grateful for their aid.

March 15.—On this date the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, were called upon to aid in launching the small schooner *Excellent*, of Hatteras, North Carolina, which had been driven ashore from her anchorage in Pamlico Sound, about four miles north of the station, some two months previous, (January 9th,) during a furious westerly gale. The station men blocked her up and built the necessary launching-ways and moved her a distance of seventy-five yards, to where she would float at high water later in the day. They were at work about seven hours. The owner was very thankful for their assistance.

March 16.—The 8 o'clock (night) patrol of the Quogue Station, (Third District,) coast of Long Island, New York, warned off by Coston signal a vessel which was in danger of running ashore.

March 18.—At about 9 o'clock in the morning a row-boat containing three men was seen several miles distant off the New Shoreham Station, (Third District,) Block Island, making for the land. Apprehending that something was amiss, the surfmen pulled out to meet the party and found that they belonged to the smack *Nettie M. Foote*, of New London, Connecticut, one of the number being the master, who had suddenly been taken with a hemorrhage of the lungs and needed medical aid. The life-saving men, without delay, proceeded with the sick man to a physician's, and then hastened off to the assistance of the smack, which was left in charge of the remaining members of the crew. Later in the day the station men brought her safely into the harbor.

March 20.—The south patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, shortly before midnight warned off by Coston signal a schooner which was approaching dangerously close to the beach.

March 21.—On the preceding day, during a hard rain-storm and gale of wind from the eastward, the coal-laden schooner *J. H. Eells*, of Camden, Maine, on her way to Rockland, in that State, from New York, sought refuge in Winter Harbor, and anchored a mile to the northward of the Fletcher's Neck Station, (First District,) coast of Maine. The gale increased in violence, and in the afternoon of this date there was such a high sea running that it was impossible to launch a boat from the beach. The vessel rode heavily at her anchor, and was in a dangerous and unsheltered position. The life-saving crew fearing some accident, and that she might be driven ashore, had their surf-boat drawn across the Neck to the inside shore, where they launched it and

went off and boarded the vessel. They took the captain and three men, who were glad to be relieved of their uncomfortable situation, back to the station and provided them with a warm supper, lodging for the night and breakfast the next morning. The wind and sea having moderated in the meantime, the surfmen put the crew on the schooner and helped them to pump her out and heave up the anchor.

March 21.—Shortly after dark the patrol of the Fourth Cliff Station, (Second District), coast of Massachusetts, on duty to the southward, saw a vessel running too near the shore and fired his Coston light. The signal being observed she immediately changed her course and stood clear.

March 21.—At about 1 o'clock in the afternoon the British steamer *Dorian*, of Glasgow, Scotland, bound from New York to Glasgow, grounded during a fog on a shoal off the point of Sandy Hook, coast of New Jersey. The crew of the Sandy Hook Station, (Fourth District,) a mile and a half distant, immediately boarded her, and, at the request of the captain, carried a telegram on shore, directed to the agents of the vessel, asking for a tug. A few hours afterwards the steamer received the aid sent for and was pulled off the spit.

March 21.—At about 1 o'clock in the afternoon, in a light wind, the schooner *Louisa B. Robinson*, of Tuckerton, New Jersey, bound to Hog Island, Virginia, while on her way out of Barnegat Inlet, was struck by a heavy sea and driven on the shoals about one mile east-northeast of the Barnegat Station, (Fourth District,) coast of New Jersey. In thirty minutes time the crew of the station were alongside of her in their surf-boat. The vessel was laboring heavily, and her crew of four men were much alarmed, having just set signals of distress in the rigging. The surfmen went on board, and by skillful management in utilizing the sails succeeded in working her off on the flood-tide. The fog, in the meantime, having shut down thick, the keeper piloted the schooner to a safe anchorage in the harbor, where, after repairing her steering-gear, which had received some damage, she was enabled to continue her voyage. While the station men were engaged on the *Robinson* another schooner was seen to go ashore about three hundred yards farther to the southward. They immediately started out in quest of her, with the aid of the crew from the Forked River Station, which had arrived on the scene, but owing to the continued density of the fog and to the fact that she had shifted her position about half a mile, all efforts to find the craft proved fruitless. The search, however, was not given up until darkness set in, when the crews returned to their stations. At about 2 o'clock the next morning (22d,) the north patrol of the Barnegat Station reported the schooner on the shoals making signals. The life-savers at once went to her assistance and found her in a very leaky condition, with the crew almost worn out by constant exertion at the pumps. The station men relieved them of their task and in a few hours had freed the vessel of water, and on the ensuing high-tide, at 9 o'clock, they succeeded in getting her clear; sail was made and she was taken into the harbor and run up on the beach, where the leak was effectually stopped by the surfmen and the vessel was put in condition to take advantage of the first fair wind for her port of destination. She was the *Farmer*, of New York, bound from Little Egg Harbor, New Jersey, to New York, with a cargo of clams and a crew of two persons. The prompt operations of the life-saving crews in connection with the foregoing events are deserving of special praise.

March 21.—At 9 o'clock in the morning, during the prevalence of a fresh southwest breeze, with hazy weather, the crew of the Cape Fear Station,

(Sixth District,) coast of North Carolina, discovered a steamer ashore on Frying Pan Shoals, far out from the land, about seven miles to the southward and eastward of the station. They quickly set out in the surf-boat and after a long and fatiguing pull, the sea being very rough, reached the steamer at 1 o'clock in the afternoon. She was a British vessel, the *Enchantress*, of Sunderland, England, laden with coal, shooks, and empty hogsheads, from Baltimore, Maryland, for Havana, Cuba, and she had a crew of twenty-three men. She had stranded the night previous (20th,) at 8 o'clock, the smoky condition of the atmosphere preventing her from being seen until the time stated. The vessel was still tight, the captain reporting that the only damage she had sustained so far was the loss of the rudder, which had been wrenched off by the sea. It was therefore decided to throw cargo overboard to lighten her, and all hands set to work. This was kept up until dark, when the discovery was made that she had bilged and was fast filling with water. Work was therefore suspended. By that time the sea had grown much rougher than when they went off, and as he could not with any degree of safety take all hands ashore at one trip, the keeper resolved to remain by the vessel all night. The next morning twelve of the crew, including the mate, who was to telegraph to Norfolk for the assistance of wreckers, were taken to Smithville, the surf-boat going in in tow of the steam-tug *Blanche*, which had come out at daylight, but could do nothing for the stranded vessel on account of the sea. Before leaving, the keeper and the captain agreed upon a signal for the latter to make in case the situation became alarming. As the day was far spent when the boat came out of the river again the men pulled ashore to the station, which is at the outer end of Smith's Island, and remained there for the night, keeping a sharp watch for any signals from the steamer. No signal was made, however, until the following morning, (23d,) when the station crew again went out. As the wind had shifted in the meanwhile and was then blowing hard from the northwest, or off shore, the keeper, before starting for the shoals, took the precaution to dispatch one of his men in to Smithville for a tug to come out and tow him back, knowing it would be almost an impossibility to pull back against the gale. The life-savers reached the steamer all right and the people were soon ready to leave, but there was no sign of a tug all day, the captains of the several tugs deeming it unsafe to go out in such a sea as was then running. Fortunately the revenue-steamer *Colfax* arrived in port that evening, and as soon as her commander was informed of the facts by the messenger from the station he steamed out to the stranded vessel. Owing, however, to the great distance and the darkness of the night, the *Colfax* did not reach the scene until nearly midnight. By that time the sea had gone down considerably, and the remainder of the steamer's crew, eleven in number, together with the baggage, were transferred in the surf-boat to the cutter. The latter remained at anchor until daylight, (24th,) when she lowered her boats and assisted the station crew in recovering all the valuables possible; after which the party was taken to Smithville. The life-savers accompanied the cutter, and on account of the wind again freshening did not get back to their station until early the next morning (25th). The steamer was subsequently (April 10th) floated off the shoal and taken to port for repairs by the Baker Salvage Company of Norfolk, Virginia.

March 22.—On this date the captain and two of the crew of the fishing schooner *A. M. Burnham*, of Gloucester, were sheltered over night at the Gurnet Station, (Second District,) coast of Massachusetts. At about noon one of the surfmen, seeing the party in a dory, directed them to a safe landing. It appeared that they had anchored the preceding day

during a thick fog, which had steadily continued, and it was finally decided to put off in their boat and make efforts to ascertain the vessel's position. On obtaining the sought-for information from the life-saving crew they embarked and rowed back for the schooner, but after pulling about until 9 o'clock at night, were unable to find her. They then proceeded down the shore in search of a place where they could safely land through the surf and happened to again arrive off the Gurnet. The men, fatigued and wet, were at once conducted to the station, where they received dry clothing and food. The following afternoon (their craft meantime not having put in an appearance,) the fishermen left on foot for Webster, distant some nine miles, to take passage on the cars for Boston, leaving their dory temporarily in charge of the keeper. A week later the schooner came to off the station, and the boat was taken on board.

March 22.—At 2 o'clock in the afternoon the brig *Emily T. Sheldon*, of New York, stranded near the eastern end of Peaked Hill Bar, about a mile and a quarter northwest of the High Head Station, (Second District,) coast of Massachusetts. It was clear at the time, with the wind fresh from the westward. It appears that soon after making Cape Cod, having been cruising outside for several days in thick weather, the rudder became unmanageable, and almost immediately afterwards the vessel struck bottom. The life-saving crew made a successful launch through the heavy surf and soon were alongside of her. They staid by the craft until nearly 6 o'clock, when the increasing wind and sea made it advisable to land the crew of eight people and their effects. Before doing this, however, they got the anchor off the bow and paid out about thirty fathoms of chain. Near midnight, at high water, the vessel dragged well up on the beach and remained there until she went to pieces. She was on her way to Annapolis, Maryland, with a load of ice from Booth Bay, Maine. The sailors were sheltered and cared for at the station until noon of the 24th.

March 22.—The south patrol of the Watchapreague Station, (Fifth District,) Virginia, seeing a vessel standing into danger during the midnight watch, flashed a Coston light. The vessel tacked and stood off.

March 22.—The south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, seeing a steamer in danger of running on to the bar, ignited his Coston signal, when she immediately changed her course and went clear. Had it not been for the timely warning, in a few minutes she would have fetched up on the shoals.

March 23.—Near 1 o'clock on a clear, moonlight night, as the patrol of the Ocean City Station, (Fifth District,) coast of Maryland, was on his way southward along the beach, he discovered a stranded three-masted schooner about two hundred and fifty yards from the shore and three miles south-southwest of the station. He immediately burned his red Coston light to notify those on board that their condition was known, but received no response. He then hastened back to the station, making an unsuccessful effort on the way to procure a yoke of oxen to draw the apparatus-cart. Although the wind was blowing from the westward, the sea was still breaking on the outer bar, and it was deemed best to attempt a rescue with the beach-apparatus. Meantime the north patrol had been called in by signal. Shortly past 3 o'clock the men made a start, dragging the gear through the soft, yielding sand, but after proceeding a short distance, they were met by a man with a wagon and three oxen, who had previously been summoned by the patrolman. The mortar-cart was at once hitched on, and the life-savers got abreast of the wreck at twenty minutes before 5. The tide was then rising and

the schooner forging ahead on the shoal. Three efforts to establish communication by means of the wreck-gun failed, as the line parted at each shot. Finally a fresh line was obtained from the station, and at half-past 6 it was fired well over the craft, falling on the foretop-mast stay, whence it slipped to the jib-boom, where it was easily accessible. As soon as the gear was set up the mate was brought off in the breeches-buoy. The sailors fastened the hawser so low down on the mast that the buoy could not be kept clear of the surf while being operated, and, as the sea had moderated considerably, the captain made a request to be landed in the ship's boat. Accordingly the hawser was made fast to the stern of the boat, and by slacking away a bow line, which was secured to the vessel, the entire crew were hauled safely ashore by the station men. The schooner proved to be the *Lizzie Deucey*, of Lubec, Maine, bound from Philadelphia, Pennsylvania, to Key West, Florida, loaded with coal, and having a crew of eight men all told. The latter were sheltered and cared for at the station during the day and over night. It was ascertained that the vessel had grounded on Fenwick's Island Shoal the preceding day, which caused her to leak badly after getting afloat, and, as a last recourse, was run on the beach to prevent her sinking in deep water. The night following (24th,) a tug pulled her off and she was towed to Philadelphia for repairs.

March 23.—The north patrol of Watchapreague Station, (Fifth District,) Virginia, warned a vessel from her dangerous course during the night by burning a Coston signal. Her course was changed and she went clear.

March 23.—One of the crew of the Parramore's Beach Station, (Fifth District,) coast of Virginia, while on his way in a boat to the station from the main-land, rescued a man named Davis, whom he found clinging to the bottom of a small sail-boat which had capsized in the bay. The man was conveyed to the Accomack Club-House, the nearest place of shelter, where he remained until able to return home the next day. But for the aid of Surfman Bloxson the man must have perished, as there was no other aid at hand, and the weather was bitter cold, with a furious gale from the northwest.

March 23.—The crew of the Parramore's Beach Station, (Fifth District,) coast of Virginia, afforded shelter and sustenance to a man belonging on the main-land, who was weather-bound on the beach and unable to return home on account of the gale which prevailed all day. He remained until the following day.

March 23.—Shortly before midnight, during the prevalence of a heavy northwesterly gale, the south patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, observed a steamer close in under the land and in danger of striking the bar. He at once flashed a Coston signal to warn her, when she quickly sheered off and came to anchor, remaining so until after daylight.

March 23.—At 11 o'clock at night the patrolman of the Ocracoke Station, (Sixth District,) coast of North Carolina, discovered a schooner running too near the beach, and fired his red Coston light. The signal being observed, she at once kept off and stood out of danger.

March 24.—At 5 o'clock in the morning six sailors belonging to the foundered schooner *D. and J. Lee*, of Somers Point, New Jersey, made their way to the Nausett Station, (Second District,) coast of Massachusetts, suffering from hunger and exhaustion, and drenched to the skin. A warm breakfast was immediately prepared for them, and they were furnished with a dry shift of clothing from the supplies donated by the Women's National Relief Association. They were also provided with

comfortable beds. In the afternoon four of the number were conveyed to Eastham, where they took their departure for Boston, free transportation being secured on the Old Colony Railroad. The captain and mate remained at the station until the following morning. Their vessel had been in collision the night before with the three-masted schooner *Frank Pratt Lee*, about six miles outside of Cape Cod. Every effort was made to save the craft, but without avail, and the crew were finally obliged to abandon her in a sinking condition. After a five hours' pull they landed on the beach. The north patrol found their empty boat, and traced the party by their footprints in the sand to the building occupied by the employés of the French Cable Company, where he learned that the castaways had already been directed to the station. The schooner, at the time of the accident, was proceeding from Elizabethport, New Jersey, to Boston, Massachusetts, with a cargo of coal. It was thought at first that the ship's cook, who was missing, had lost his life, but it afterwards turned out that he jumped aboard the other vessel when the two came in contact. The clothing given to the wrecked people was subsequently returned to the keeper in good order. At the request of the master, the life-saving crew took their yawl-boat in charge awaiting the action of the owners.

March 24.—At daylight a large three-masted schooner was seen anchored off shore, several miles east-northeast of the Monomoy Station, (Second District,) coast of Massachusetts, with her jib-boom and fore-topmast carried away and the wreckage hanging from the bow. The life-saving crew at once pulled alongside and ascertained that she was the *Frank Pratt Lee*, of Philadelphia, Pennsylvania, which collided the previous night with the schooner *D. and J. Lee*, (see foregoing account under this date). After waiting in the vicinity of the accident for two hours without result, she ran down and came to under the lee of the beach. The surfmen assisted the sailors in clearing up the gear and putting things to rights, for which service the latter were very grateful. They then left the craft, bearing ashore dispatches and letters from the captain. The vessel continued her voyage to Boston, Massachusetts, with the cargo of coal she had taken in at Elizabethport, New Jersey. She had a crew of nine men and also the cook of the *D. and J. Lee*, who had jumped aboard at the time of the collision.

March 24.—The schooner *A. F. Kindberg*, of New York, bound from that port to Richmond, Virginia, with a cargo of phosphate, and a crew of six men, was discovered by the patrol of the Watchapreague station, (Fifth District,) Virginia, a little after midnight, stranded on the north point of Dawson Shoal, about two miles east-southeast of the station. The tide was ebbing and the wind was blowing almost a gale from the northwest. As soon as he was informed, the keeper of the station mustered his crew and hauled the surf-boat to the shore. The boat had not gone far when a leak was discovered and they were compelled to put back and make necessary repairs. Launching again, the stranded schooner was finally reached after a severe struggle. The fierceness of the gale prevented any immediate attempt being made to get the vessel off, and the keeper remained on board with his crew until noon, when, the gale abating, they assisted in throwing a part of the cargo overboard and in running an anchor, with which to heave off at high water. In the meantime the crew of the Parramore's Beach Station arrived, and as soon as the tide had reached half-flood the united crews began heaving on the anchor. Fortunately, the wind had hauled to the southwest, which was in their favor. Sail was therefore made, and after several hours of hard work the vessel was got off and proceeded. The life-sav-

ing crew reached their station at half-past eleven o'clock, wearied with three and twenty hours' most arduous labor.

March 24.—One of the crew of the Parramore's Beach Station, (Fifth District,) coast of Virginia, warned off by Coston signal, just before midnight, a schooner which was in danger of running ashore.

March 24.—A Coston signal was burned an hour before midnight by the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, to warn a vessel which was then heading toward the shoals. The vessel immediately went about and stood off.

March 25.—The evening patrol of the Bond's Station, (Fourth District,) coast of New Jersey, found the body of a drowned man on the beach, supposed to be one of the sailors lost from the Austrian bark *Kraljevica*, which was wrecked on Barnegat Shoals February 11th. The remains were properly cared for until the coroner from Tuckerton arrived and took charge of them. For the particulars of the wreck see page 39.

March 25.—At half-past 10 in the forenoon the crew of the False Cape Station, (Sixth District,) coast of Virginia, observing an inward bound British steamer running dangerously near the shore, they hoisted the International Code signal J. S., ("Stand off; get an offing,") when she at once changed her course and escaped disaster.

March 27.—At about 9 o'clock in the morning, while the British schooner *Maud W.*, of Chatham, New Brunswick, bound from Saint John, in that Province, to Boston, Massachusetts, was beating out of Seal Harbor, in a light southwesterly breeze, she struck on Allen's Ledge, off Rackliff Island, three quarters of a mile northwestward of the White Head Station, (First District,) coast of Maine. She was loaded with laths and had a crew of four men. The accident was seen by the lookout of the station and the life saving crew at once launched their boat and boarded her. The vessel was found to be fast on the rocks and could not be got off until the flood tide. The surfmen went to work and listed her to starboard so that she would lie in an easier position and not be exposed to an undue strain. When the tide flowed sufficiently she was backed, under sail, clear of the ledges and anchored in a safe berth. The station men then returned to their quarters after diligently working on the schooner for nearly five hours.

March 27.—At a quarter-past 2 o'clock in the morning the eastern patrol of the Surfside Station, (Second District,) Nantucket Island, coast of Massachusetts, warned off, by means of a Coston signal, a steamer that was running into danger.

March 27.—The crew of the Cape Hatteras Station, (Sixth District,) coast of North Carolina, were called upon to assist in launching a small schooner from the inner shore, (Pamlico Sound,) where she had been hauled up for repairs. They were engaged in the work several hours.

March 28.—Soon after calling the watch at midnight, the patrol of the Spring Lake Station, (Fourth District,) coast of New Jersey, discerned through the darkness the flickering light of a vessel that was found, on examination, to have gone ashore about two hundred yards from the beach, one mile south of the station. She proved to be the British ship *Tsernogora*, of over twelve hundred tons burden, hailing from Yarmouth, Nova Scotia, bound from Havre, France, to New York, with a cargo of empty naphtha-barrels and carrying a crew of nineteen people. A northeast storm prevailed at the time, the weather was thick and nasty, and a high sea was running. The vessel overran her reckoning and struck hard and fast. As soon as she was discovered the station crew were quickly summoned and a message immediately sent by telephone to the keeper of the adjacent station at Squan Beach for as-

sistance. The patrol in the meantime had gone, with all possible haste, to the vicinity of the wreck, and flashed a Coaston signal to notify those on board that their trying situation was known. The beach-apparatus was got out and manned, and in thirty-five minutes from the first intimation of the accident the gun was fired as a warning to the wrecked crew. The men at work were now joined by the crew from Squan Beach. After five ineffectual attempts to shoot a line across the stranded ship, owing to the extreme difficulty of finding the shot-line in the intense darkness, and also from the fact that at the third fire the line parted by chafing across the vessel, the sixth trial proved successful, and the whip, after some delay, was hauled on board, and the hawser made fast to the craft, and set up taut on shore at about 5 o'clock in the morning. During the progress of these efforts a fire was started on the beach for the purpose of giving light, as the shot-line had to be faked several times on the sand. Two men had already been dispatched for a boat and a team of horses. At about half-past 5 o'clock the ship's carpenter was landed in the breeches-buoy, getting considerably wet, the water being up to his waist, on account of the hawser having been secured so low down on the mast by the ship's crew as to necessitate the dragging of the buoy through the surf. The superintendent of the district arrived on the scene just at this time, and after consulting with the keepers it was decided to send a message to the captain, by means of the buoy, instructing him to move the hawser and whip to the mizzen-mast or around the top, as the surf was rapidly rising. Although receiving a favorable reply, this was not immediately done; therefore another message was sent by the superintendent, requesting the captain to signal if he desired to land by boat. To this the officer answered in the affirmative, although he was anxious to remain by his charge, awaiting the arrival of a tug, until he was informed that the latter could do him no good whatever. Accordingly a boat was launched, with the aid of the Squan Beach crew, and on the first trip made ten of the ship's sailors were safely landed; on the second trip the captain and seven more men were brought ashore. The sails of the vessel were still set and trimmed aback. As there was no probability of her being pulled afloat it was deemed advisable to send the crew on board to furl the canvas; this labor involved two extra tours in the boat. At about 9 o'clock the life-saving crews returned to their stations much exhausted, having been unceasingly at work for more than eight hours without having had anything to eat since the previous day. Between 12 and 1 o'clock in the afternoon both crews were again at their post of duty. After some further hindrance, occasioned by the indecision of the captain about leaving his vessel, but which was of short duration for the reason of the continued threatening aspect of the weather, the entire company of eighteen persons (not including one who had previously been rescued) were, for the second time, safely landed on shore, a feat which was accomplished with no little risk, involving two trips with the surf-boat. The ship's chronometer was also brought off. The beach-apparatus was drawn to the station by a team of horses obtained from Mr. Stephen White, who rendered valuable help during the day. On the 30th the life-saving crew landed the personal effects of the castaways. The vessel broke up and became almost a total loss, the wreck subsequently selling for only five hundred dollars. More than half of her cargo was recovered. The captain, first mate, and carpenter were permitted to live at the station at their own expense for several days while the wreckers were saving the cargo. Great praise is due the life-

saving crews of both the Spring Lake and Squan Beach Stations for their sturdy and toilsome work on this occasion.

March 28.—Shortly before midnight one of the crew of the Peck's Beach Station, (Fourth District,) coast of New Jersey, while on patrol, burned a Coston signal and warned off a steamer that was standing into danger.

March 28.—The patrolman of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, by means of a Coston light warned a vessel that was standing too close inshore of her danger. She heeded the signal and at once hauled off.

March 28.—Shortly before midnight, as the south patrol of the North Beach Station, (Fifth District,) coast of Maryland, was returning over his beat to the station, he observed a schooner very near the beach and warned her off by flashing a red Coston light, the vessel upon seeing it instantly changing her course.

March 28.—Shortly before 8 o'clock at night the north patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off, by flashing a red Coston signal, a bark which was in danger of stranding upon Ship Shoal, one of the numerous outlying shoals off Assateague Beach.

March 29.—At about sunset on this date the crew of the Bay Head Station, (Fourth District), coast of New Jersey, picked up a fourteen-foot boat which had drifted on the beach not far from the station. The fact was duly advertised in the New York Herald, and in a few days the owner was found, who requested the men to dispose of his property. This was accordingly done by the district superintendent and the money realized by the sale properly forwarded. The station crew also recovered three hundred and fifty feet of spruce lumber that had washed ashore.

March 29.—The ship *Tonawanda*, of Philadelphia, Pennsylvania, bound from London to Philadelphia, with a cargo of chalk and empty kerosene-barrels, and a crew of nineteen men, went ashore at 1 o'clock in the afternoon, on the bar, three and a half miles south of the Ocean City Station, (Fifth District,) coast of Maryland. It was then high water, and the surf was rough, with a light breeze from the northeast and a thick fog. The south patrol discovered the vessel soon afterwards, and, obtaining oxen on his way to the station, the life-saving crew were enabled to reach the scene with their apparatus soon after 5 o'clock. A shot from the Lyle gun lodged the line over the ship's stern, and the gear was at once set up. The crew of the North Beach Station having discovered the wreck a little later than the Ocean City crew, they also started out with their apparatus through the fog, and, guided by the report of the gun, reached the spot in time to assist in hauling the hawser taut, and in hauling one man ashore in the breeches-buoy with a dispatch from the captain for transmission to Lewes, Delaware, for the aid of a tug. The man reported that the captain and crew would not leave the ship. Under these circumstances the North Beach crew returned to their station at 11 o'clock that night, while the Ocean City crew were divided, one part remaining on the beach and the others returning to the station. Early the following morning, and before the arrival of the rest of the Ocean City crew, the captain of the *Tonawanda* attempted to reach the shore in a whale-boat, and through disregarding the advice of the surfmen who had been on the watch during the night, capsized in the surf, and with his men came near being drowned. But for the surfmen rushing in and extricating the men from under the boat they would all have been lost. The rescued sailors were succored at the station, and

one of them was almost wholly re clothed from the supply furnished by the Women's National Relief Association. When the tug subsequently arrived the captain was put on board again in the breeches-buoy. The wreckers soon afterwards pulled the ship off, the rescued sailors having been sent to Philadelphia by rail.

March 31.—A dense fog prevailed during the day in the vicinity of the Rye Beach Station, (First District,) coast of New Hampshire, and did not clear away until shortly before sunset. Soon afterwards a vessel was discovered, by the east patrol, stranded on some sunken rocks, known as Foss' Ledges, about two miles northeast of the station and a half mile offshore. The life-saving crew at once set out to the scene of the accident, and on reaching the craft found her bilged and sunk in about eight feet of water, with no one on board. She was the fishing schooner *Nettie Adams*, of Marblehead, Massachusetts. The surfmen made a landing on the beach abreast of the wreck, thinking that they might find the crew, but not doing so they rowed back to their quarters, as nothing further could be done at that time. It was subsequently learned that the vessel went ashore in the thick fog, at 11 o'clock in the morning, and was abandoned by her crew of six men, who, with their fish gear, started in their dories to New Castle, where they arrived in safety. The following day (April 1st,) the captain and one of his men came to the station and requested the keeper to help him strip the vessel. The high wind and surf precluded any immediate action, and it was not until April 3d that the life-saving force could advantageously board the schooner. They succeeded in saving all the standing rigging, blocks, booms, and masts, one anchor, and the jib and foresail. Later on a part of the chain cable and about seventy fathoms of manila hawser were recovered.

March 31.—At about half-past 11 o'clock at night of the 30th of March, during the prevalence of a dense fog, the patrol of the Quogue Station, (Third District,) coast of Long Island, New York, discovered a steamer ashore about a mile to the eastward of the station. As soon as he could give the alarm the crew turned out with the breeches-buoy apparatus, reaching the scene shortly after midnight the morning of the 31st. The vessel could just be discerned, a black mass dimly outlined in the gloom, apparently on the edge of the outer bar. As she was at least four hundred yards from the beach Keeper Silas E. Jessup deemed it unsafe to trust entirely to the chances of reaching her with a line. He therefore dispatched two of his men back to the station with the team used in hauling the apparatus, with orders to bring the surf-boat. In the meantime he set to work with the rest, and as soon as the gear could be arranged fired a shot out to the vessel. The wind, though not then strong, was blowing directly on shore from the south, and the line fell, as was learned afterwards, just a few yards short. It was hauled back as soon as they found it had not reached the vessel and another shot made, this time with an increased charge. The effect was to break the line, the projectile passing over the vessel and being lost. By this time the boat had arrived, and it was at once put into use. There was no moon, and the thick fog made the night intensely dark, but the crew got off through the heavy surf in good style, taking the end of a line, which was passed on board the steamer as soon as they reached her. She proved to be the *Europa*, of Hamburg, Germany, whence she was bound with a valuable general cargo for New York, her crew numbering twenty-seven men. A brief conference was held with the captain, when it was decided that, while there was no immediate danger to the vessel, the surf was too rough to justify an attempt to land the crew until daylight,

so after agreeing to keep watch on the beach until that time, and explaining the method of rigging the breeches-buoy gear, the keeper shoved off again for the shore, the second mate accompanying him to telegraph news of the disaster to the steamer's agents in New York. It was fortunate that no more were in the boat, for in passing through the surf in the darkness the boat broached to and was completely swamped. It was a perilous adventure, but the brave fellows got safely ashore without injury to themselves or the boat. The sea was now growing worse with the increasing breeze. While the little party on the beach were anxiously awaiting the coming day, the patrols of the adjacent Tiana and Petunk Stations to the east and west, suspecting something wrong from not meeting any one from the Quogue Station, had come through to the scene of the disaster. They immediately returned to their respective stations and aroused their comrades, who turned out and hastened to the Quogue crew's assistance, the Tiana crew taking an extra shot-line, as requested by Keeper Jessup. As soon as it was light enough an ineffectual effort was made by signaling to get the people on board to haul off the whip by means of the line already in their possession. The fog probably prevented the signal from being understood. In this dilemma Keeper Jessup concluded to again try the gun. He failed several times through the breaking of the line or the shots falling short, but at last succeeded in reaching the steamer with a No. 4 line, the smallest used by the Service. It should be here stated that during all this time the fog had continued as thick as ever, so that it was impossible from the shore to make out even the steamer's rig. As soon as the sailors got the line, which lodged aloft between the upper and lower fore-topsail yards, the whip and the hawser were sent off, and then the work of landing commenced. As each man got into the breeches-buoy the steamer's whistle was sounded as a signal and he was quickly drawn ashore by the beach party, which, by this time, had been augmented by arrivals from the neighboring villages until it numbered some seventy-five people. Among them was the district superintendent, Mr. Arthur Dominy, who arrived while the operations were in progress and lent effective aid. The sailors were conducted to the station and comfortably provided for, such as needed it being furnished with dry clothing from the box donated by the Women's National Relief Association. They were fed for two days, the expense being afterwards paid by the steamer's agents. Two or three days later, upon the subsidence of the sea, the baggage was also landed by the Quogue crew. On the 12th of April, thirteen days after she stranded, the steamer was floated off in a damaged condition by the Coast Wrecking Company and taken to New York. The General Superintendent received a letter of thanks, in German, from the captain of the *Europa*, of which the following is a translation:

“QUOGUE, LONG ISLAND.

“MR. S. I. KIMBALL,
“Washington, D. C.:

“The undersigned, Captain L. A. Kessal, of the German steamer *Europa*, which went ashore March 30, 1886, near Quogue, testifies that his whole crew was saved by the life-saving crew using the cork belt (breeches-buoy). I can only say that the life-saving crew did in every respect gallant and laudable work, for which I express my sincerest thanks, especially to Mr. Jessup.

“L. A. KESSAL.

“F. BRUHN, *First Officer.*”

March 31.—Upon the same date that the crew of the German steamer *Europa* were rescued by the crews of the Quogue, Tiana, and Petunk Stations, (Third District,) coast of Long Island, the schooner *Pereaux*, of Cornwallis, Nova Scotia, with a crew of seven men, was wrecked midway between the Quogue and Petunk Stations. There was a southerly gale at the time and this, in conjunction with the thick fog, caused the disaster. The vessel stranded at half-past 8 at night. She was on her way from Philadelphia, Pennsylvania, to Cornwallis with lading of coal. The first to see her was a fisherman living in the vicinity, who hastened to the Quogue Station with the alarm. One of the Petunk crew happened to be present, and as the gear of the Quogue Station was still wet and stiff from use at the *Europa*, Keeper Silas Jessup directed the man to hasten back to his own station and request Keeper Franklin C. Jessup to bring his gear to the wreck, where he would meet him with the Quogue crew. By the time the two crews arrived, however, the schooner had driven well up on the beach, so that her people had landed unaided and were then engaged in getting their effects ashore. The Quogue Station being crowded with the *Europa's* crew the castaways from the schooner were taken to the Petunk Station and sheltered for two days, or until arrangements could be made for their departure; the captain remaining a week or so longer and saving, with the assistance of the station crew, as much as possible from the wreck.

March 31.—At 8 o'clock in the evening, during foggy weather, the north patrol of the Ship Bottom Station, (Fourth District,) coast of New Jersey, saw a vessel's light quite close to the shore. He at once fired his Coston signal, and, supposing the craft had struck on the bar, hastened to the station and notified the keeper. The crew went down to the beach, but as nothing further was seen of the vessel it was presumed that she had stood in very close, and, taking warning from the signal, had time to sheer off and escape stranding.

March 31.—One of the crew of the Chicamomico Station, (Sixth District,) coast of North Carolina, while on the south patrol, between 9 o'clock and midnight, discovered a vessel's red light, which he thought was approaching too close inshore. Soon after he made out a small schooner dangerously near the breakers and quickly burned his Coston signal. She heeded the warning by immediately hauling off, those on board answering the surfman by three waves of a lantern.

April 1.—The lookout of the Hunniwell's Beach Station, (First District,) coast of Maine, in the morning of this date discovered a vessel anchored dangerously near the breakers, off Morse's Beach, about three miles west-southwest of the station. The life-saving crew launched the surf-boat at half-past 8 o'clock, and after a hard pull of nearly three hours against wind and sea arrived alongside of her. The captain and crew were much alarmed at their situation, and, by the advice of the keeper, were landed near by, where they could watch their craft in safety. As nothing more could be done at that time the surfmen rowed back to their quarters, promising to return to the schooner, if necessary, early the following day. The next morning, however, a pilot boarded her and she got under way and resumed her voyage. She was the *Ringleader*, of Saint George, Maine, bound for Thomaston, in that State, from Boston, Massachusetts, with a general cargo and a crew of four men.

April 1.—At daylight a three-masted schooner was seen, by the aid of the glass, about five miles to the southwestward of the Menomoy Station, (Second District,) coast of Massachusetts, with her colors set in the mizzen rigging, and apparently aground. The surf-boat was launched and the life-saving crew at once started for her. The wind

was directly ahead and blowing fresh, with a high sea running, but the current being favorable the men pulled over the ground in an hour and a quarter and arrived alongside. She was found to be the *Prescott Hazeltine*, of Belfast, Maine, carrying a crew of eight men, bound from Jacksonville, Florida, to Boston, Massachusetts, with a cargo of hard pine lumber. It was ascertained that the vessel steered badly and the strong current had set her on the Handkerchief Shoals at 10 o'clock the preceding night, where she had since been fast. She was leaking five hundred strokes an hour and heavily pounding bottom. The keeper advised the captain to heave up his anchor and cast the schooner's head by means of the sails. This was accordingly done, and on the flood tide she swung round in the right direction, and, with a full spread of canvas, gradually worked clear. Meantime the surfmen assisted at the pumps and in making sail. They sounded out deep water and when she floated piloted her safely into the channel. The captain greatly appreciated the services of the station crew and attributed his narrow escape from wreck to their timely and efficient help.

April 1.—During the night one of the crew of the Rockaway Point Station, (Third District,) coast of Long Island, New York, while on patrol, observing a vessel almost ashore ignited a Coston signal, when she at once changed her course and escaped disaster.

April 1.—During the night the patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, discovered a vessel standing into danger. He fired his Coston signal, when she immediately changed her course and proceeded off shore.

April 2.—The schooner *Ellen W. Miller*, of Patchogue, Long Island, while attempting to pass in through the west channel of Fire Island Inlet on her way to Patchogue from Haverstraw, New York, with a cargo of brick, ran ashore at the east end of Oak Island, about two miles to the westward of Fire Island Station, (Third District.) The accident occurred at about half-past 4 in the afternoon. There was quite a stiff breeze blowing from the southwest with a sharp sea rolling in. She was quickly discovered by the crew of the station, and they went to her assistance. An anchor was run out, and a vigorous effort made to get her off, but as the tide was falling the vessel could not be budged, and they were compelled to wait until the next tide. To make sure work of it then, as she was in a dangerous place and pounding badly, the men busied themselves in the meantime by removing the deck-load and landing it on the beach to lighten her. They remained on board all night, and upon the next flood another anchor was laid out, and at about day-break of the 3d they succeeded in heaving the schooner afloat. She was at once taken inside, and after reloading the deck-load proceeded up the bay. Had she remained a few hours longer she would doubtless have bilged and become a wreck.

April 2.—At 8 o'clock in the evening the patrol of the Peck's Beach Station, (Fourth District,) coast of New Jersey, noticing that a vessel was working in too near the shore, flashed his Coston light as a warning for her to stand off. She immediately changed her course.

April 2.—At 10 o'clock in the morning the sloop *Julia A. Roe*, of Baltimore, Maryland, with a crew of four men, which had put in to Chincoteague, Virginia, for a harbor while on a voyage from Deal's Island, Maryland, to Maurice River, New Jersey, with a cargo of oysters, in passing out through Chincoteague Inlet on her way to sea, at nearly low water, drifted with the tide onto the shoalest part of the bar and there stuck fast. A high sea was rolling in from the southward, which caused the vessel to pound heavily. Her situation was quickly observed

by the crews of the Assateague Beach and Wallop's Beach Stations, (Fifth District), the former about three miles northeast and the latter two and a half miles west-southwest of where she lay, and both put off to her assistance in their boats. The Wallop's Beach crew arrived first. The surf was then making a complete breach over the sloop, so that it was impossible for the boats to remain alongside without swamping. The Wallop's Beach crew, however, succeeded at great risk in carrying out an anchor with a line attached, but the effort to haul the vessel afloat proved futile. The two station crews therefore withdrew to a short distance, hoping the situation would improve as the tide rose. The rising water had a contrary effect, however, and the sloop gradually filled, notwithstanding the pumping and bailing of her crew, so that by 3 in the afternoon she had settled deeply in the sand. Under these circumstances, with no hope of saving his vessel, the captain decided to abandon her. He and his men were therefore taken off by the Wallop's Beach crew, the Assateague crew keeping near with their boat ready to assist in case of a capsize. They were safely landed on the beach, and subsequently conveyed to Chincoteague, whence they could take passage to their homes. The vessel and cargo were a total loss. The master of the sloop sent the following letter of acknowledgment to the General Superintendent:

"WALLOP'S BEACH, VIRGINIA, April 2, 1886.

"Mr. S. I. KIMBALL,

General Superintendent U. S. Life-Saving Service,

Treasury Department, Washington, D. C.:

"DEAR SIR: This is to certify that J. B. Whealton and crew of Wallop's Beach Life-Saving Station, came nobly and bravely to my assistance when losing my boat and cargo on Chincoteague Inlet Bar, and as the lives of my crew and myself are owing to him, I feel it my duty to express my sincere thanks. I further state that he staid by me from 10.45 A. M. until 3 P. M., when my boat went down, rendering all necessary assistance.

"GEORGE W. MARSHALL,
"Master of Sloop *Julia A. Rowe.*"

April 3.—On this date, at about 11 o'clock in the morning, the schooner *Addie*, of Wilmington, Delaware, grounded on the south bar while attempting to enter Cold Spring Inlet. She was from Indian River, Delaware, destined for Cape May City, New Jersey, with a cargo of corn and lumber, and carrying a crew of two men. She went ashore on the ebb tide and was discovered at the Cold Spring Station, (Fourth District,) coast of New Jersey, a mile and a half to the westward. The life-saving crew speedily launched their boat and pulled to her assistance, but as she was found not to be making water, and the state of the tide being then unfavorable for getting her off, it was decided to return to the beach and await a more opportune time. At half-past 3 o'clock in the afternoon the surfmen again went to the schooner, and by assiduous effort succeeded in working her clear of the shoal. One of the boat's crew was left on board to aid in sailing her into a safe harbor.

April 3.—The bark *May Queen*, of Baltimore, Maryland, with a crew of eight men, bound from San Andres, United States of Colombia, to Baltimore, with a cargo of coconuts, stranded on the coast of Virginia, two miles north of the Little Island Station, (Sixth District,) or about twelve miles below Cape Henry, and in a few days was a complete wreck. At the time she struck, about 8.30 at night, a strong north-

easterly gale was blowing and there was quite a high sea. The patrol of the Little Island Station discovered her at 9.30 and gave the alarm, and as soon as the south patrol could be recalled by rocket signals the men set out with the boat on its carriage, arriving on the scene soon after 11 o'clock. They found the south patrol of the Dam Neck Mills Station, the next station north, already there. Although there was no moon and the night was very dark the crew made two successful trips and brought all hands safely ashore, the steward and four seamen being landed first, and then the officers and the baggage. Considering all the circumstances the rescue was effected in a very handsome manner. The castaways reached the station at 1 o'clock in the morning, (April 4th,) and were at once given a warm meal and made comfortable, the captain, who was drenched while coming ashore, being furnished with dry under-clothing from the supply donated by the Women's National Relief Association. During the forenoon (4th,) the station crew made several more trips in their boat and landed all the stores. The bark by that time had begun breaking up, and on the day following (5th,) the cargo commenced washing ashore. The men from that onward until the 10th were kept busy in saving the cargo and guarding it from depreciation. A little over one-third of it was saved. On one day (the 6th,) the Dam Neck Mills crew were similarly employed, saving such of the cargo as came within their precinct. The Little Island crew subsequently aided a wrecking company from Norfolk in stripping the wreck and in boating off the cargo to vessels chartered to carry it forward to Baltimore, the work not being completed until April 24th. The wrecked crew were sheltered at the station for four days.

April 3.—Towards evening, while the keeper of the Salmon Creek Station, (Ninth District,) Lake Ontario, was patrolling the shore in a small skiff, accompanied by a friend, he was hailed by a man at the mouth of Snake Creek, some miles to the westward of the station, who informed him that a dead body was lying in the water a short distance away. After a hasty examination the keeper, believing it to be the man who was knocked by a locomotive from the railroad bridge at Oswego, New York, the previous fall, lost no time in communicating with the relatives at that place and also with the coroner at Pulaski. Shortly past midnight the brother of the deceased, with several friends, arrived, and were conducted to the place where the body lay. It was at once recognized as that of Matthew Gorman, the identification showing that the presumption of the keeper had been correct. The coroner arrived in the forenoon, (4th,) and after an inquest the remains were taken to Oswego.

April 4.—On this date a small gunning skiff was found by the keeper of the Point of Woods Station, (Third District,) Long Island, New York, on the bay side, which several days later was returned to the owner at Sayville.

April 4.—At about 2 o'clock in the morning the north patrol of the Green Run Inlet Station, (Fifth District,) Maryland, burned a red Coston signal to warn off a steamer which, but for his prompt action, would soon have been ashore.

April 4.—As a boy was returning from attending his fish-nets, in Lake Michigan, off Grand Haven, shortly after 11 o'clock in the morning, he undertook to tow his boat while walking along the top of the pier. As the latter was very slippery with ice, he missed his footing and fell into one of the empty cribs. He was in great danger of drowning, as the solid sides were some five feet high and the water was beyond his depth. Surfman Burch, of the Grand Haven Station, (Eleventh Dis-

trict,) Lake Michigan, who was on watch at the time and observed the accident, hastened to the youth's assistance, and succeeded in hauling him out, though not before he was considerably chilled. This prompt action undoubtedly saved the boy's life.

April 5.—During a fresh northeast wind the steamer *Myrtle*, of Sandusky, Ohio, bound home from Marblehead, in the same State, with a cargo of barrel-headings and six men on board, sprang a leak in a heavy sea, about two miles to the eastward of the Point Marblehead Station, (Ninth District,) Lake Erie, and was obliged to put back for shelter. When she arrived alongside of the wharf, shortly before 2 o'clock in the afternoon, there was over four feet of water in the hold and the furnace fires were nearly out. The life-saving force took the station-pump, and two pumps which they borrowed, and after several hours of hard work succeeded in freeing her and getting at the leak, which they assisted to repair. The steamer then proceeded to an anchorage under the lee of Kelly's Island.

April 6.—On this date the British schooner *Flora E.*, of Truro, Nova Scotia, was driven ashore on Burnt Island Ledge, about a mile north-east of the White Head Station, (First District,) coast of Maine. A strong easterly gale of wind with rain prevailed at the time and a heavy sea was running. The vessel struck shortly after 4 o'clock in the afternoon on the last of the ebb-tide. She was loaded with cord-wood and potatoes and carried a crew of four men. The mishap was observed from the station and the life-saving crew forthwith put off in the surf-boat, but, just before they got alongside, the craft slid clear of the rocks into deep water. The surfmen boarded her and found her leaking badly, and that the most strenuous efforts at the pumps would not keep her afloat. She was, therefore, headed for the shore. The station men saved the personal effects of the sailors from the cabin, which, at this time, was half full of water. When within a hundred yards of Spruce Head Island the schooner sank to the bottom, and at low tide her rails were almost awash. After furling the sails and making everything as secure as possible, the life-savers landed the crew, with their baggage, and took them to the station, arriving there at half-past 8 at night. Early the following morning (7th,) the surfmen again went off to the submerged vessel, made a hawser fast to her, ran it to the shore, and by the aid of tackles hauled the craft alongside of Spruce Head wharf. At low water they discharged her deck load, diligently working all day in a rain and hail storm. The next day the schooner keeled over on her beam ends, and the station crew, after striving assiduously for four hours, succeeded in righting her. On the 9th they unbent her sails, stowed them in a safe place, and assisted to remove the remainder of the cargo. When she was sufficiently lightened, a number of empty casks were utilized to float her, and the surfmen subsequently (16th and 17th,) towed her to the beach and hauled her out, where she was repaired. Afterwards, her cargo was replaced and she proceeded on her voyage. The life-saving force during the progress of the above service manned the surf-boat seven separate times and were untiring in their efforts to co-operate with and befriend the crew of the distressed vessel. The latter were cared for and sheltered at the station for several days during the early part of the work.

April 6.—The schooner *Beta* was wrecked on the coast of Massachusetts, a few miles from the Plum Island Station, (Second District,) during a severe storm, and three persons were washed overboard and drowned. Two of these were children. For an account of the disaster see page 46.

April 6.—The patrol of the Long Beach Station, (Fourth District,) coast of New Jersey, found a mail-pouch, marked "Supplementary mail from Dublin to the United States," washed up on the shore about a mile north of the station, presumably from the wreck of the steamship *Oregon*, which was sunk by collision off the coast of Long Island on the 14th of March. It was subsequently delivered to the postal authorities.

April 6.—On this date the crew of the Bond's Station, (Fourth District,) coast of New Jersey, recovered three mail-pouches that came ashore in the surf from the sunken steamer *Oregon*. On the following day they were delivered to the mail-carrier, who called for them at the station.

April 6, 7.—On these dates three mail-bags were brought to the Little Egg Station, (Fourth District,) coast of New Jersey, two of them being found on the main beach by surfmen, and the other by a young man on Anchorage Island. They had evidently washed ashore from the steamship *Oregon*. All were turned over without delay to the Post-Office Department.

April 6.—In the forenoon a surfman belonging to the Brigantine Station, (Fourth District,) coast of New Jersey, picked up a mail-bag that had drifted on the beach from the wreck of the steamer *Oregon*. The keeper delivered the pouch to the postmaster at Atlantic City.

April 6.—In the morning of this date the patrolman of the South Brigantine Station, (Fourth District,) coast of New Jersey, found a mail-bag on the beach, marked "New York *via* Queenstown," supposed to have been washed ashore from the sunken steamship *Oregon*. It was promptly forwarded to the postmaster at Atlantic City.

April 6.—Shortly before midnight the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, sighted a steamer steering directly for the beach just south of the cape. She was bound into the Delaware. The man quickly flashed a Coston signal, when the vessel at once changed her course and stood safely into the bay. She would soon have struck but for the warning given.

April 6.—The keeper of the Point Marblehead Station, (Ninth District,) Lake Erie, at about 8 o'clock in the morning of this date, received word by telephone that a small schooner-rigged fishing-boat had broken adrift from her moorings at Lake Side wharf, a mile and a half to the westward, and capsized. At the request of the owner a part of the life-saving crew, with necessary gear, were dispatched to the scene and succeeded, in a couple of hours, in getting the craft to the pier, where she was secured and saved from going to pieces. The work was made the more difficult from the fact that a northeast gale of wind, with snow, prevailed at the time, and quite a heavy sea was running.

April 7.—At 7 o'clock in the morning the sloop *W. T. Sherman*, of Chincoteague, Virginia, with a crew of three men and laden with oysters, while passing out over Watchapreague Inlet Bar, Virginia, on her way to Chincoteague, during the prevalence of a stiff southerly breeze, encountered a heavy sea which caused her to roll so deeply that the mast broke short off and fell over the side with all attached. The accident being observed by the lookout at the Watchapreague Station, (Fifth District,) three miles distant to the northwest, the crew put off at once to her assistance. They found her at anchor, but the sea being so rough it was unsafe to go alongside for fear of swamping the boat. An anchor was therefore dropped to windward, and veering down by the cable close enough for the men to jump into the surf-boat, they got the three off and landed them at the station. The crew of the Parramore's Beach Station, the next station to the south, some three miles

below the inlet, also came up later, but were unable to be of any service. The captain of the sloop subsequently employed a party of wreckers, who went out with the sloop *J. W. Luce*, and in the afternoon succeeded in towing the dismasted craft safely back into the inlet. A few days later (the 12th,) the Watchapreague crew aided in refitting the sloop with a new mast so she could proceed to her destination.

April 8-10.—During an easterly gale with thick, rainy weather, on the night of the 7th, the schooner *Chanticleer*, of Vinalhaven, Maine, dragged her anchors and was driven on Robinson's Rock, at the head of Southwest Harbor, five miles west-northwest of the Cranberry Isles Station, (First District,) coast of Maine. Her crew of three men, who were lost, were supposed to have been capsized in their small boat while attempting to reach the shore, four hundred yards distant, through the heavy breakers. The vessel immediately commenced to go to pieces. The next morning (8th,) the life-saving men went to the scene of the disaster, and found the craft badly stove with a portion of her deck torn away. They stripped her of her sails and running rigging, and saved everything they could, and stored the articles on shore in charge of Mr. J. T. R. Freeman. The surfmen then swept the bottom with grapnels, in the vicinity of the wreck, for the bodies of the missing sailors, but their efforts proved fruitless, and, late in the evening, they returned to the station. Early the next morning (9th,) the captain's remains were found and identified by parties at Southwest Harbor, and turned over to the municipal authorities at Tremont. During this entire day and the one following (10th,) the station crew diligently resumed their search by dragging for the unrecovered bodies, but were unable to find them, although they carefully examined the shores in all directions. As the body of the captain was found on the beach near where the schooner's overturned boat had drifted, it is presumed that he clung to the frail craft until he drowned. The following card of thanks was subsequently published in a local newspaper:

"The subscriber, owner of the schooner *Chanticleer*, wrecked on the night of April 7 at Southwest Harbor, desires to express his earnest and sincere thanks to the captain and crew of the life-saving station at Cranberry Isles; also to Mr. J. T. R. Freeman and others of Southwest Harbor for their arduous and humane work in searching for, and caring for, the bodies of the dead and saving property of the vessel. The people along the coast of Eastern Maine are as noble and kind as the coast itself is dangerous and ugly.

"GEORGE G. WEBSTER.

"VINALHAVEN, *April 19.*"

April 8.—The patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off, by Coston signal, a steamer which was in danger of stranding on Ship Shoal.

April 8.—Between 3 and 4 o'clock in the afternoon while the new fishing-steamer *Irwin*, of Sandusky, Ohio, with three men on board, was setting and taking up gill-nets on her trial trip, she ran aground on West Harbor Reef, about four miles to the westward of the Point Marblehead Station, (Ninth District,) Lake Erie. The keeper, who observed the mishap, caused the surf-boat to be manned, and, taking with them a good line, the life-saving crew rowed out alongside of her. They took soundings around the vessel to ascertain where the deepest water lay, and, after removing some of the nets and boxes to lighten her, ran their

line to the tug *Sallie* that had arrived on the scene, and which succeeded in pulling the stranded craft afloat.

April 9.—At about 3 o'clock in the morning, while a surfman belonging to the Humboldt Bay Station, (Twelfth District,) coast of California, was on duty patrolling the beach, he saw a vessel, showing a red light, standing close in shore and dangerously near the breakers. He at once burned a Coston signal, when the craft, taking heed of the warning, speedily tacked and stood out to sea. It was very dark at the time, with a lazy atmosphere and rain, and the vessel narrowly escaped stranding.

April 10.—The crew of the Charlotte Station, (Ninth District,) Lake Ontario, recovered and towed in, on this date, a considerable quantity of timber that had been washed adrift by the high water in consequence of the northeast gale of wind that prevailed with such fury in the early part of the week.

April 12.—Shortly after 5 o'clock in the afternoon a three-masted schooner was discovered ashore on the spit, two and a half miles southeast of the Cape May Station, (Fourth District,) coast of New Jersey. In the short space of fifteen minutes the surf-boat was launched and the station crew boarded the vessel. She was found to be the *Yale*, of New Haven, Connecticut, light, bound from Boston, Massachusetts, to Philadelphia, Pennsylvania, with a crew of nine persons. Being unfamiliar with these waters, the sailors had mistaken the buoy, and the craft had stuck fast on the shoal. The life-saving men rendered all possible assistance in working the schooner clear, and at half-past 6 o'clock that evening, she was successfully floated. The keeper piloted her out of danger, into the outer channel, where she was enabled to safely continue her voyage. The captain and crew of the *Yale* were deeply thankful for this timely and efficient service which, so expeditiously, started them again on their journey.

April 12.—At about 2 o'clock in the morning, the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, seeing the red and green lights of a vessel approaching too close to the beach burned a Coston-signal, which had the effect of warning the vessel of her danger as she at once kept hard off and avoided striking the bar.

April 12.—At about half-past 4 o'clock in the morning, during a dense fog, the patrol of the Milwaukee Station, (Eleventh District,) Lake Michigan, heard the repeated blasts of a steamer's whistle, which he took to be signals of distress. He at once reported the fact, and the life-saving crew put off in the surf-boat and pulled in the direction whence the sounds proceeded. After rowing three miles to the southward they discovered the steam-barge *G. P. Heath*, of Sangatuck, Michigan, stranded on the beach. Before leaving the station, the keeper, apprehending that the vessel had likely gone ashore in the fog, dispatched one of his crew for a tug. The surfmen boarded the craft and worked diligently for several hours shifting a portion of the cargo aft so as to lighten her forward, and, finally, with the assistance of a tug, which, in the meantime had arrived on the scene, succeeded in floating her off without damage and getting her safely into the harbor. The steamer was loaded with cedar ties and posts, and was bound from Ahnapee, Wisconsin, to Milwaukee, with a crew of eight men.

April 13-15.—During the strong easterly gale and heavy rain-storm of the 7th several vessels lying in Cutler Harbor were driven ashore. The only one that required the services of the life-saving crew was the coke-laden schooner *George B. Somes*, of Calais, Maine, bound to Eastport, in that State, from Boston, Massachusetts, with five men on board.

She had dragged from her anchorage and stranded on Cate's Point at 2 o'clock in the morning. The keeper of the Cross Island Station, (First District,) coast of Maine was not apprised of the accident until thirty-six hours after its occurrence, as the vessel was about seven miles to the eastward and could not be seen from the station. On learning the circumstances he at once visited the schooner, which he found on her beam ends and full of water, and offered assistance. The master stated that he had telegraphed for the owners and would like aid when they arrived. On the 13th, notification having been received that work would begin, the surfmen pulled to the craft in their boat and set about the task of raising her. For three successive days, from early in the morning until after dark, the station men assisted in under-running chains, securing vessels to the sides of the schooner on the flood tide, and performing such other labor as was necessary to float her, rowing to and from their quarters each day. Finally she was successfully raised, but, while warping her across the harbor the chain unfortunately parted and she sank to the bottom. A wrecking force was then employed to lift her. The captain and owners expressed themselves as very grateful for the earnest and persevering services of the life-saving crew.

April 13.—The keeper and one of the surfmen belonging to the Smith's Point Station, (Third District,) Long Island, New York, in the afternoon of this date, assisted in floating a sail-boat that got ashore in the bay.

April 13.—In the afternoon of this date the crew of the Chicago Station, (Eleventh District,) Lake Michigan, pulled out in the surf-boat and directed the captain of the schooner *Julia B. Merrill* to the place where the *York State* slipped and lost her anchor the previous winter. The following day the life-saving men swept for several hours in the vicinity and finally grappled the chain which they put aboard the schooner. The anchor was then successfully hove up.

April 14.—A dwelling house caught fire, in the morning of this date, a short distance from the Manistee Station, (Eleventh District,) Lake Michigan, and was in great danger of burning to the ground. The life-saving crew quickly proceeded to the scene, and, by means of fire-buckets and the station force-pump, rendered valuable assistance in extinguishing the flames.

April 15.—During a thick fog and light southwest breeze the British schooner *Maud C.*, of Saint John, New Brunswick, was obliged to anchor in Quoddy Roads, about a mile east-northeast of the Quoddy Head Station, (First District,) coast of Maine. She had a crew of six men all told, and a cargo of piles for New York, shipped at Shulec, Nova Scotia. When the fog cleared away at 1 o'clock in the afternoon, she was discovered by the lookout at the station ashore on Wormell's Ledge. The life-saving crew at once pulled off to her in the surf-boat and proffered assistance, which was gladly accepted by the captain. It was learned that the vessel had swung round and grounded on the rocks as the wind veered to the eastward. The surfmen helped to heave the schooner afloat on the flood tide when sail was made and she was worked to a safe anchorage. The station crew returned to their quarters at 6 in the evening.

April 15.—Shortly after 7 o'clock in the evening, during a thick fog, the patrol of the Watch Hill Station, (Third District,) coast of Rhode Island, discovered a schooner ashore on Napatree Point, a mile and a half to the westward of the station. As soon as he could return with the alarm the crew turned out in their surf-boat to her assistance. She

proved to be the *C. W. Locke*, of Harwich, Massachusetts, with a crew of six men, and with the captain's wife and child also on board, bound from New Bedford to New York, in ballast. She lay about three hundred yards from the shore, and her crew had already carried out an anchor in preparation for getting her off. The life-saving crew pitched in at once and helped heave on the windlass until the vessel floated, when the sails were hoisted, the anchor was picked up, and she was piloted out into the channel on her course up Fisher's Island Sound. She fortunately came off without damage. The work was done so quickly that the men were back at the station by half-past 9.

April 15.—At about 10 o'clock at night, during foggy weather, the north patrol, when about three miles and a half from the New Shoreham Station, (Third District,) Block Island, discovered through the misty darkness the light of a vessel in the vicinity of the Clay Head banks. He at first supposed her to be stranded, and immediately flashed a red Coston light. The signal being seen by a neighbor and reported at the station, the life-saving crew quickly launched their boat and, shortly before 11 o'clock, were alongside the craft, which was found with her anchor down dangerously near the shore. She proved to be the *Nettie M. Footc*, (the smack assisted on March 18th,) of New London, Connecticut, bound for New Shoreham. The captain had lost his reckoning in the thick fog, and was not aware of his position. The proffer of the keeper to get the vessel out of her perilous situation and pilot her into port was gladly accepted. Accordingly the life-saving crew got her under way, made sail, and, at midnight, she was worked safely into the harbor.

April 15.—The patrol of the Cape May Station, (Fourth District,) coast of New Jersey, found a mail-bag, burst open, containing water-soaked and damaged mail matter, supposed to have drifted ashore from the wreck of the steamship *Oregon*. It was delivered to the postmaster at Cape May, and by him forwarded to the New York post-office.

April 15.—While the small steamer *John H. Thompson*, of Erie, Pennsylvania, was returning to port with her catch of fish, in the evening of this date, her engines broke down, a mile and a half to the northward of the Erie Station, (Ninth District,) Lake Erie, and she signaled for assistance. The life-saving crew reached her in the surf-boat shortly after 6 o'clock, and towed her to the piers, whence she was taken to the city by the tug *Peril*. The disabled craft had four men on board.

April 16.—At about half-past 5 in the morning the patrol of the Coney Island Station, (Third District,) coast of Long Island, New York, discovered a sloop ashore on Rockaway Shoals, on the easterly side of Rockaway Inlet, about two and a half miles southeast of the station. The crew got off in their boat as quickly as possible, reaching the vessel soon after 7 o'clock. She proved to be the *Lillie*, of New York, bound in to Jamaica Bay, from Bridgeport, Connecticut, with a cargo of planting oysters, and had struck the night previous, in a thick fog, while making for the inlet. Being a small craft she had filled with water during the night, and when the station crew arrived her crew of three men were on their way to a sloop near by. The life-saving force remained until the owner arrived, later on, with two sloops, with which he proposed raising his vessel. As soon as the tide fell the Coney Island crew, in concert with the Rockaway Point crew, who had also arrived, removed the cargo and ballast, pumped the sloop out, and then, when the tide rose again, hove her safely afloat into the channel. She was somewhat damaged and had lost a portion of the cargo.

April 16.—On this date the crew of the Bond's Station, (Fourth District,) coast of New Jersey, rolled out of the surf ninety-six empty kerosene-barrels that had drifted near the shore. The circumstance was duly reported, and the property ascertained to belong to an oil company of Philadelphia, Pennsylvania. The barrels were properly cared for until May 15th, when they were shipped to the owners.

April 16.—The schooner *Bertha A. Watt*, of Lunenburg, Nova Scotia, bound from Cienfuegos, Cuba, to Philadelphia, Pennsylvania, with a cargo of molasses, and having a crew of six men, went ashore at 5 o'clock in the morning, two miles south of the Pope's Island Station, (Fifth District,) Virginia, in a thick fog. The wind was fresh from the east-northeast, and the water high, with a rough surf. The south patrol of the Pope's Island Station discovered her almost as soon as she struck, and at once gave the alarm. The surf-boat was dragged with great difficulty against the wind, over the wet sand, until abreast of the wreck, on which the sea was breaking heavily. The life-saving crew got off in good shape, but the strong southerly current swept the boat so far to leeward that they were compelled to return and make a fresh start farther to windward. The schooner was then reached, but could not be boarded, owing to the surf. The boat was therefore laid under the bow, and the men were taken off with their baggage three at a time, the boat making two trips. The vessel soon worked farther inshore, and at low water the small stores and the captain's instruments were recovered. In this latter work they were assisted by one of the crew of the Assateague Beach Station. About one-half of the cargo was saved by wreckers, the rest, with the vessel, being lost. The sailors were sheltered and fed at the station until the 20th, a period of four days, but the captain and the mate remained until the 28th, the date on which the wreck was sold at auction. The captain subsequently published the following card of thanks:

"Captain Watt, of British schooner *Bertha A. Watt*, which was wrecked two miles south of Pope's Island Life-Saving Station, Virginia, wishes to return grateful thanks to Captain S. Bloxom and crew of Pope's Island Station for their promptness in saving all hands from the wreck and for the kind attention bestowed upon them while at the station, from April 16th until the 28th."

April 16.—The south patrol of the Nag's Head Station, (Sixth District,) North Carolina, about daylight found the body of a white lad on the beach. There was nothing to identify the boy, and after being coffined the remains were buried on the beach.

April 16.—For an account of the drowning of George Nugent in Chicago harbor, Lake Michigan, (Eleventh District,) see page 49. The body was recovered by the crew of the Chicago Station the next day.

April 17.—At midnight the patrol of the Crumple Island Station, (First District,) coast of Maine, seeing a schooner standing too close inshore flashed his red Coston signal to warn the craft of her danger. She at once tacked and stood off.

April 17.—The British steamer *Eros*, of Hull, England, with a valuable cargo of tin, bound from Swansea, Wales, to Philadelphia, Pennsylvania, carrying a crew of twenty-four men and one passenger, went ashore at about forty minutes past 6 o'clock in the morning, during the prevalence of a dense fog, at a point two hundred yards from the beach, one mile south-southwest from Loveladies Island Station, New Jersey, (Fourth District.) The beach-apparatus was at once taken to the scene of the casualty, and the crews at the adjacent stations, Barnegat and Harvey's Cedars, notified by telephone to lend their assistance. The

Lyle gun was brought into use and the first shot fired, at about 8 o'clock, sent the line successfully over the vessel. The other station crews had now arrived on the spot, and by the united efforts of the life-saving men, which required unusual exertion, as a strong current was setting to the southward and the surf was high, the gear was securely put in working order, and communication established with the steamer by means of the breeches-buoy. The first mate immediately came ashore in the buoy, with dispatches and instructions to obtain the services of a wrecking company, the captain and crew deciding to remain on board. The beachmen staid by their apparatus during the day in order to afford relief if required; but finding that they could do nothing further, returned to their stations at about 5 o'clock in the afternoon, leaving the breeches-buoy in position to be operated at a moment's notice. Most of the cargo was taken out of the vessel and placed in lighters by the wreckers, and she was floated eleven days after she struck (on the 28th,) and subsequently towed to Philadelphia. During the progress of the above work a number of persons were conveyed to and from the *Eros* by the life-saving appliances, and the latter were allowed to remain in communication with the steamer at the earnest solicitation of the wrecking company.

April 17.—The early morning patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, found a mail-pouch on this date that had doubtless washed ashore from the wreck of the *Oregon*. It was immediately turned over to the postal authorities.

April 17.—The crew of the North Beach Station, (Fifth District,) coast of Maryland, recovered from the surf a mail-bag from the wrecked steamer *Oregon*. It was forwarded to the proper authorities. Two cork life-preservers with that vessel's name on them had been found near the station the day previous.

April 17.—A mail-bag marked "London to New York" was recovered from the surf by the crew of the Green Run Inlet Station, (Fifth District,) coast of Maryland. It was from the wrecked steamship *Oregon*, and was forwarded to New York *via* Chincoteague, April 20th.

April 17.—On this date the Italian bark *Maria Simone*, of Genoa, was totally wrecked on Winter Quarter Shoal, off Chincoteague, coast of Virginia, while on her way from Marseilles, France, to Philadelphia, Pennsylvania, with a cargo of wool and refractory earth. She had a crew of eleven men. The vessel struck at about half-past 8 in the morning, during the prevalence of a fresh northeasterly gale, and showing early signs of breaking up the crew were soon compelled to take to their boats. Getting the boats out was a most dangerous operation, as the seas swept the deck in such volume that the men were in momentary peril of being washed overboard; one man having an arm broken and his head badly cut, while another had a leg broken, before the boats got clear. The masts went by the board soon after they left. The men saved nothing but the clothing they had on, the captain being unable to get even his papers. As the wreck was several miles from the coast it was not until after noon that they reached the beach, the men before attempting the passage of the surf stripping off most of their clothing and landing in a state bordering on nudity. They landed about a mile and a half southeast of the Assateague Beach Station, (Fifth District,) at about half-past 2 and were soon observed by the life-saving crew, who at once hastened to their succor. The poor fellows were in a pitiable plight, especially the two injured men, who were conveyed to the station in the cart. The latter were given the best care possible pending the arrival of medical aid from Chincoteague village, two or three

miles distant, and all were furnished with clothing from the supply chest donated by the Women's National Relief Association and in part from the surfmen's own wardrobes. Late in the evening, upon the arrival of the doctor, the injured men were properly attended to. The party remained at the station for six days, or until April 23d, when they were conveyed to Chincoteague for passage to Philadelphia, where they were taken in charge by the Italian consul. Before leaving the station the captain addressed a letter to Keeper Tracy, of which the following is a translation:

"To the estimable Captain JAMES T. TRACY,
 "Director of the Life-Saving Station at Assateague,
 "Virginia, (Fifth District:)

"Before leaving this station I consider it a duty to thank you for the assistance given by you, as well as your crew, to me and mine. The acts of kindness and the careful attentions you so generously bestowed upon us are far beyond my poor eulogies, since, thanks to your care and that of your men, my wounded sailors can return to their families well again, and you may boast of having rescued two unfortunate men from certain death. With countless thanks to you, together with your crew, from me and mine, I leave you this as a mark of acknowledgment of the eternal gratitude I will ever retain towards yourself and your crew.

"Captain NICOLO SCHIAFFINO,
 "Second ELIA MAGGIOLO,
 "Of the Italian bark *Maria Simone*, wrecked on
 Winter Quarter Shoals, April 17, 1886."

He also published the following in the New York Herald:

"NEW YORK, April 30, 1886.

"To the EDITOR OF THE HERALD:

"The captain and crew of the Italian bark *Maria Simone*, wrecked on the 17th of April, on Winter Quarter Shoals, offer their hearty thanks to the brave men of the life saving station of Assateague, (Fifth District,) Virginia, directed by Captain James T. Tracy, for the good assistance and brotherly treatment lavished to the wounded crew of said vessel after having been miraculously saved from imminent danger. Such an act of humanity deserves praise and honor, and in order to satisfy our common desire I beg you to publish, in my name, and in the name of my crew, our most sincere manifestations of gratitude.

"N. SCHIAFFINO,
 "Master."

A copy of the following letter was subsequently received from the Secretary of State:

"LEGATION OF ITALY,
 "Washington, 3d August, 1886.

"Mr. SECRETARY OF STATE: I am happy to be charged by my Government to transmit through your Excellency the expression of its deep gratitude to Captain James T. Tracy, commanding the life-saving station at Assateague, Virginia, for the humane services rendered by him to the crew of the Italian bark *Maria Simone*, shipwrecked at Winter Quarter Shoals, the 17th of last April. The services rendered to the unfortunate sufferers are not only greatly to the credit of the said cap-

tain, but are a striking example of the efficient workings of the charitable institution.

"While requesting your Excellency to be so good as to transmit these sentiments to Captain James T. Tracy, I avail myself of this occasion to renew to you, Mr. Secretary of State, the assurance of my highest consideration.

"A. DE FORESTA."

April 17.—At 6 o'clock in the morning a steamer was observed by the crew of the False Cape Station, (Sixth District,) coast of Virginia, in dangerous proximity to the shore. They as quickly as possible hoisted the International Code signal J. D., ("You are standing into danger,") when she changed her course and sheered off.

April 17.—In the forenoon the keeper of the Big Sandy Station, (Ninth District,) Lake Erie, had the metallic life-boat launched and pulled out to the schooner *Fiat*, of Oswego, New York, which was bound into the creek, and instructed the captain concerning the channel and the position and ranges of the buoys, whereby he was enabled to proceed safely inside.

April 17.—The crew of the Ludington Station, (Eleventh District,) Lake Michigan, in the morning of this date, manned the surf-boat and ran lines from the harbor-tug *Sport* to a small scow that had drifted on the beach. The latter was soon pulled off and towed safely into port.

April 17.—In the evening of this date the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, prevented a raft of logs, that had broken adrift, from being carried by the swift current out into the lake where it probably would have gone to pieces in the heavy seas and been lost. After making the raft fast to the pier, near the harbor entrance, word was communicated to the owners who soon sent a tug to tow it to a place of safety.

April 18.—While the north patrol was returning to the Plum Island Station, (Second District,) coast of Massachusetts, at 3 o'clock in the morning, and when about a mile from the station, he discovered that the schooner *M. C. Rowe*, of Boston, Massachusetts, had dragged from her anchorage during the ebb tide, and grounded on the opposite side of the Merrimac River. The crew being asleep at the time were not conscious of the mishap until the vessel was fast ashore. The life-saving men at once went to her assistance, but finding that she was high and dry on the shoal did not attempt to float her until the tide turned. They then ran a line from the stranded craft to a schooner moored near by, and when the water rose sufficiently, the former's anchor was weighed and she was hove into the channel. She had a crew of five men, and arrived in from her home port the preceding day, light.

April 18.—At half-past 4 o'clock in the afternoon two men came to the Milwaukee Station, (Eleventh District,) Lake Michigan, with the intelligence that a boy had been drowned about half a mile southwest of the station. The crew promptly proceeded to the scene and soon recovered the body, but as it had been in the water for an hour all efforts to restore life proved unavailing. The remains were taken to the city morgue.

April 19.—Four small sloops belonging to Chatham, Massachusetts, returning in the afternoon from the fishing grounds, finding the channel impassable on account of the heavy sea, kept off and stood farther down the beach and attempted to reach the harbor through an inshore passage. The water being low at the time two of them got aground and the others came to an anchor. Their predicament being observed

from the Chatham Station, (Second District,) the life-saving crew put off to the scene, and, on the flood-tide, assisted the boats to make their way safely inside.

April 19.—The crew of the North Beach Station, (Fifth District,) coast of Maryland, recovered from the surf a mail-bag which had drifted from the sunken wreck of the British steamship *Oregon*, off the coast of Long Island, New York. It was forwarded to Ocean City for transmission to destination.

April 19.—The crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, recovered from the surf a mail-bag full of letters from the wreck of the British steamer *Oregon*. The bag was forwarded to the Post-Office Department, Washington, D. C.

April 19.—The patrols of the Parramore's Beach Station, (Fifth District,) coast of Virginia, recovered two mail-bags from the surf, one to the north and the other to the south of the station. They were from the wrecked steamship *Oregon*. Two life-preservers belonging to that vessel were also found. The mail-bags were delivered at the Watchpreague post-office and the proper authorities notified by telegraph.

April 19.—The crew of the Paul Gamiel's Hill Station, (Sixth District,) North Carolina, recovered from the surf about one thousand feet of pine plank and removed it to a place of safety, after which the keeper notified the State Commissioner of Wrecks, by whom it was sold May 8th.

April 19.—In the forenoon the crew of the Ocracoke Station, (Sixth District,) coast of North Carolina, went out and towed ashore a boat which was discovered adrift, bottom-side up, about a mile and a half from the station. It was thirty-seven feet in length, with oars and rowlocks, and had a small hole stove in the bottom. It proved to belong to the fishing schooner *Electric Light*, of Gloucester, Massachusetts, that was wrecked by a collision at sea on March 27th. The owners were communicated with and the boat was properly cared for, subject to their order.

April 19.—The brig *J. H. Lane*, of Searsport, Maine, was wrecked on this date off the coast of Florida, several miles south of the Gilbert's Bar House of Refuge, (Seventh District,) and one of her crew drowned. For the particulars see page 49.

April 20.—Another mail-bag, from the wrecked steamer *Oregon*, was found on this date by the crew of the North Beach Station, (Fifth District,) coast of Maryland, and, with the bag picked up the day previous, forwarded to the post-office at Ocean City.

April 20.—The crew of the Dam Neck Mills Station, (Sixth District,) coast of Virginia, recovered from the surf the body of a woman, which they coffined and decently interred in the sand not far from the station. The facts were reported, through the Signal Service station at Cape Henry, to the authorities at Norfolk. The body of a child was also found by other parties some days later, after the crew had disbanded for the summer and left the station. The two bodies were subsequently disinterred by relatives, and removed to Norfolk for burial.

April 21.—At 2 o'clock in the morning the British schooner *Julia S.*, of Saint John, New Brunswick, bound home from Providence, Rhode Island, in ballast, with a crew of four men, went ashore at Herou Point, White Head Island, during a dense fog, about one hundred and forty yards southwest of the White Head Station, (First District,) coast of Maine. At the time there was a fresh southwest breeze with an ebb tide and a moderate sea. Owing to the darkness and thick weather the vessel was not visible from the shore when she stranded, but the patrol heard her strike

and immediately flashed his Coston signal to notify those on board that assistance was near at hand. The life-saving crew were quickly summoned, and, in the brief space of eight minutes, were alongside of the distressed craft in the surf-boat. They found her rolling and ponding heavily on the rocks, and their first work was to trim the sails and heel her over on the shore, so as to steady her and keep her from bilging. As the tide left her she became fast, and was soon high and dry. Her crew decided to remain by her while the surfmen returned to the station to await the flood tide. Again, at about 9 o'clock, the station crew boarded her, unshackled her chain, and bent a hawser to one of the anchors. They then carried out and planted the latter, and, at high water, succeeded in heaving the craft clear. As she came off the rocks the hawser parted. Sail was speedily made, and the life-saving men worked the schooner out past Brown's Ledges, and brought her to in a safe berth. They afterwards returned to the scene of the accident, and recovered the lost anchor and put it on board the vessel. The work of the station crew on the foregoing occasion was diligently and skillfully executed, and, had it not been for their timely action, the schooner would have fared badly.

April 21.—During the watch from midnight to 4 o'clock in the morning the south patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, observed a steamer heading in towards the land and dangerously close to the Hen and Chickens Shoal. She was making signals for a Delaware pilot, evidently bound in. He at once ignited a red Coston signal as a warning, when she quickly changed her course and stood directly off, answering the signal with her steam-whistle.

April 21.—While three of the crew belonging to the Sand Beach Station, (Tenth District,) Lake Huron, were on their way to supper, at about half-past 5 o'clock in the evening, they were informed that Mrs. Drake, an old lady living in the neighborhood, was missing. The surfmen immediately proceeded to the lake and soon discovered the body of the woman afloat near the shore. An attempt was made to restore life by the methods employed to resuscitate the apparently drowned, but the body had been too long in the cold water to admit of success. The remains were conveyed to her former home, where the coroner's inquest disclosed the fact that the case was one of suicide.

April 21.—At about half-past 7 o'clock in the evening a small schooner, in charge of a man and a boy, attempted to enter the harbor at Muskegon, Michigan. When the pier-head was reached, the breeze being unfavorable, the man, with the purpose of helping his craft inside, landed with a line. The latter parted with the strain brought to bear, and the wind and current set the vessel off shore with no one but the small boy on board, who shouted lustily for help. The cries being heard by the surfmen of the Muskegon Station, (Eleventh District,) they hastily took their surf-boat and rowed the man out to his schooner, which had drifted a quarter of a mile into the lake.

April 22.—Shortly before 7 o'clock in the evening the oyster-sloop *Emma*, of Somers Point, New Jersey, bound from Great Bay to Atlantic City, coast of New Jersey, with a crew of two men, ran aground on a dangerous shoal in New Inlet, about a mile and a half north-northeast from the Little Beach Station, (Fourth District.) The life-saving crew, without delay, set out in the surf-boat to her assistance. With skillful management of the sails and by dexterous use of long poles and oars they finally, after considerable labor, worked her clear and into deep water. She was then piloted to a safe berth, and the surfmen returned to their station after a long and hard pull against the wind and sea.

April 22.—At half-past 10 o'clock at night the patrol of the Saluria Station, (Eighth District,) coast of Texas, observing a schooner heading directly for the beach and close in, burned a Coston light, when she immediately tacked and stood away. A moment later the craft would have been stranded on the jetty.

April 22.—The day watch of the Shoalwater Bay Station, (Twelfth District,) Washington Territory, at 8 o'clock in the morning, observed the steamer *Kato and Anna*, of Portland, Oregon, which was on her way out of the bay, to suddenly become unmanageable and drift on the shoal north of the entrance, at a point about five miles south-southwest of the station. The vessel had just left North Cove, and was bound to Gray's Harbor, a short distance up the coast, with a cargo of merchandise and a crew of three men. While crossing the bar her machinery became disabled, and with no wind to fill her sails and give her steerage way, she grounded as above described. The life-saving crew at once proceeded to her in the surf-boat, but the water being low and smooth the captain did not need immediate assistance, as he expected his craft to float off on the flood tide. The surfmen staid by him, however, and when the tide rose quite a sea made up and at times broke over the vessel. She finally pounded her way over the shoal into the channel, some three hundred yards, and reached deep water. As she commenced to leak badly, the station crew hastily got out a line and towed her inside the point, where she was safely beached, just as she was about to sink. The following day (23d,) they helped to remove her freight, a considerable portion being damaged, and put it on a scow, after which the steamer was towed into North Cove for repairs. The prompt work of the life-saving crew in getting the vessel on the beach obviously saved her from being lost.

April 23.—Two hours before midnight the eastern patrol of the Lewes Life-Saving Station, (Fifth District,) Delaware, discovered the fishing-schooner *Eureka*, of Gloucester, Massachusetts, signaling for assistance from the point of Cape Henlopen, about three miles and a half east-northeast from the station. There was a moderate breeze from the southwest and a smooth sea at the time. The patrol burned two Coston signals to inform those on board that their situation was known, and then hastened to the station. The western patrol was immediately recalled by a rocket; and, the surf-boat having been launched and manned, the point was reached at 11 o'clock. There was no wreck visible. Supposing that she might have gotten off and entered the harbor, the men pulled to a tug lying near, on which were found four men belonging to the wrecked schooner, with their dory. Taking these men in tow, it was learned from them that the schooner had sunk near where they then were, and that their large seine-boat, with ten of the crew, had pulled for the harbor. These men with their boat were found further in, in charge of the tug *North America*, and all were taken to the station. They ascribed the loss of the schooner to mistaking the lights while running for the harbor to land a sick man. The crew of the *Eureka*, fourteen in all, were cared for until the 26th, when they left for New York. The vessel was a total loss.

April 23.—The crew of the Pope's Island Station, (Fifth District,) coast of Virginia, recovered from the surf two mail-bags which had drifted with the southerly current from the wreck of the sunken steamer *Oregon*. They were conveyed to the post-office at Chincoteague, some miles distant, for transmission to destination.

April 24.—At half-past 1 o'clock in the morning a patrolman of the Chatham Station, (Second District,) coast of Massachusetts, discovered

a schooner standing into danger towards the bar. He flashed a red Coston signal, when she at once tacked and stood off shore. It was a narrow escape from stranding.

April 24.—The crew of the Green Run Inlet Station, (Fifth District), coast of Maryland, recovered a sack of foreign mail, which was supposed to have come from the wreck of the British steamship *Oregon*. The bag was taken to Chincoteague to be forwarded to the Post-Office Department at Washington.

April 24.—At 1 o'clock in the afternoon the captain of the tug *Florence Yates*, which had gone out in the morning to bring into port the scow *Henry Jansen*, of Rochester, New York, with an engine and pile-driver on board, notified the keeper of the Charlotte Station, (Ninth District,) Lake Ontario, that the latter vessel had dragged her anchors and driven so far in the breakers that he could not reach her. A fresh northeast wind, with rain, prevailed at the time, and there was considerable sea on. The keeper put two hawsers and the dingey on the tug and started with two surfmen for the scene, about four miles to the eastward. Arriving there the boat was launched and the men ran a line through the surf to the scow and boarded her. They then buoyed and slipped her chain, manned the pumps and worked them rapidly to keep her afloat. The craft was pitching heavily, and as the tug towed her out the water and spray swept completely over her. When clear of the breakers, the scow was held head to the sea while the station men pumped her dry and properly stayed the pile-driver, after which she was taken safely to Charlotte, arriving there at about 4 o'clock. The vessel had four men on board who had been at work with the apparatus building a wharf at Sea Breeze. Had assistance been much longer delayed she would have blown ashore and doubtless been totally wrecked, as when relieved she was only two hundred feet from the beach.

April 24.—At about 4 o'clock in the afternoon a small steam-yacht passed the Evanston Station, (Eleventh District,) Lake Michigan, going south. Her strange movements attracted attention, and when about three-quarters of a mile away she stopped her engine and began drifting towards the beach. There was a moderate sea rolling in, and to prevent her getting in the breakers the anchor was let go, which, being small, failed to hold and she kept slowly dragging nearer the shore. At this juncture two of the surfmen put off in a skiff and found her to be the *Pocahontas*, of Chicago, Illinois, bound home from Waukegan, in the same State, with only one man on board. It appeared that the machinery, which was operated by means of oil fuel, had got out of order and the man was obliged to bring the yacht to, as described. The life saving men towed her up under the lee of the south pier, where, with the help of the rest of the station crew, she was taken to the beach and hauled out high and dry. In the meantime the man belonging to her, who was benumbed with cold, had been conducted to a neighboring dwelling, where he was warmed and cared for. Subsequently he took the train for Chicago, leaving his craft in charge of the keeper. On the 26th he returned, and after repairing the machinery, launched the yacht with the assistance of the surfmen, and proceeded homeward. The prompt action of the life-saving men unquestionably saved the vessel from being washed ashore and destroyed.

April 25.—During the night the surfmen having the patrol south from the Nausett Station, (Second District,) coast of Massachusetts, flashed a Coston light in warning to a steamer that was running too near the bars. She heeded the signal by immediately altering her course farther off shore.

April 25.—One of the night patrols of the Assateague Beach Station, (Fifth District,) coast of Virginia, just as he reached the end of his beat observed a vessel approaching dangerously near Ship Shoal, and immediately warned her off by flashing his Coston signal.

April 25.—On this date through the watchfulness of the life-savers of the Louisville Station, (Ninth District), Louisville, Kentucky, eight boys were rescued from drowning in the river near the falls. The alarm-gong was first sounded at half-past 7 o'clock in the morning, when the lookout saw a skiff, containing three boys, capsize in the rapids below the cross-dam. The boatmen rowed as swiftly as possible to the scene and arrived just in time to save one of the lads who was clinging, in a nearly exhausted condition, to the overturned craft. His companions, who, in the meantime, had struck out for the abutment, were taken into the station-boat, and, with the skiff in tow, the crew pulled back to the station where the boys were revived and put to bed. Dry clothing was furnished to one of them while the others had garments sent from their homes. It appears that the youths had been fishing off the wing-dam below the falls, and in trying to reach the abutment of the cross-dam opposite, were caught in the suction and swamped. Again in the afternoon, shortly past 5 o'clock, the men were called out to the assistance of five boys in a skiff who were being helplessly swept by the strong current towards the falls. The boatmen pulled hard and overhauled them when within fifty feet of the dam where they would soon have been dashed to certain destruction. They were conveyed safely to the shore and felt grateful for their rescue.

April 26.—Early in the evening of this date it was reported at the Fletcher's Neck Station, (First District,) coast of Maine, that a small schooner had stranded on the Lobster Rocks, three-quarters of a mile north of the station. The life-saving men reached the vessel in half an hour's time and found that she was bound from Marblehead to Mount Desert, in ballast, with only one man on board. The tug *Joseph Baker* happening to come along, the station men ran a hawser to her and she pulled the schooner afloat, without damage, and towed her to a wharf near by where she was safely moored.

April 27.—During the night the western patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, seeing a schooner dangerously near the bar fired his Coston signal. The warning was heeded and the vessel immediately changed her course and stood off shore.

April 27.—At half-past 10 at night the patrol of the Coney Island Station (Third District,) coast of Long Island, New York, observed a vessel approaching dangerously close to the shore. He flashed a Coston signal as a warning, when the craft at once changed her course and stood off.

April 27.—The crew of the Parramore's Beach Station, (Fifth District,) coast of Virginia, recovered a mail-bag full of letters, which had been washed up by the surf. It had drifted over two hundred miles from the wreck of the British steamer *Oregon*, sunk off the coast of Long Island some six weeks previous. The bag was forwarded to the proper authorities.

April 27.—During the watch between midnight and 4 o'clock, the atmosphere being hazy, the patrolman of the Saluria Station, (Eighth District,) coast of Texas, discovered a sloop heading for the beach and close in. He at once burned his Coston signal, which caused her to change her course off shore.

April 28. — At about noon of this date, while the small British sloop *Quoddy Queen*, of Grand Manan, New Brunswick, was beating out of Quoddy Roads, bound home from Eastport, Maine, she struck on Wormell's Ledge, on the last of the ebb-tide, about a mile east-north-east of the Quoddy Head Station, (First District,) coast of Maine. She had four persons on board, including two passengers. The life-saving crew at once went to her assistance and found her in a bad position on the rocks with her starboard side listed into deep water. The surfmen laid out an anchor, and, with a tackle from the masthead, which was made taut, prevented her from heeling farther over. Low water almost left her keel dry. On the flood-tide, at about 4 o'clock, she was hove off the ledge, with but slight damage, and proceeded on her way to her port of destination.

April 28. — During the night a vessel running too near Chincoteague Shoals was warned off by the patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, by burning a Coston signal.

April 28. — The crew of the Chicamicomico Station, (Sixth District,) coast of North Carolina, were engaged at the request of the owner in launching the sloop *Lydia Ann*, of Elizabeth City, North Carolina, which had dragged ashore in Pamlico Sound, about three-quarters of a mile west of the station during the heavy gale of January 9th. They were at work about three hours and got the vessel off in a damaged condition.

April 28. — The crew of the Aransas Station, (Eighth District,) coast of Texas, closed their work for the active season by relieving, shortly past noon of this date, the schooner *Reliable*, of Galveston, Texas, which, while trying to beat out through the pass against a light south-east breeze and strong flood-tide, stood too far to the northward, and got becalmed in the breakers about a mile and a half from the station. As there was not enough wind to go about, the captain anchored his vessel to prevent her drifting on the beach, and hoisted a flag for aid. The life-saving crew, which had been watching the movements of the craft, launched the surf-boat and went alongside. At the master's request they carried out a kedge and line, by means of which her head was hove round. Sail was then made, the bow anchor slipped, and the surfmen assisted to work her into smooth and deep water to a safe berth in the harbor. The station crew tried to pick up the anchor, but there was too much sea on for successful operation. The following morning they helped to recover it, after which the schooner spread her canvas and put to sea. She was homeward bound from Corpus Christi, Texas, with a cargo of bones and empty bottles, and had seven persons on board, two of whom were passengers.

April 28. — Towards evening, at the request of the proprietor of the Cliff House, the crew of the Golden Gate Park Station, (Twelfth District,) coast of California, rowed off about a mile to the northward of the station, and picked up the boat of Paul Boyton which had gone adrift and was in danger of being lost. They towed it safely ashore.

April 29. — Between midnight and 4 o'clock in the morning, a schooner that was running too close inshore was warned of her danger by the west patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, who fired his Coston light in time for the craft to change her course and stand clear.

April 29. — At about 3 o'clock in the morning the patrol of the Sea Isle City Station, (Fourth District,) coast of New Jersey, discovered a vessel standing too close inshore. He at once burned his red Coston signal, when the craft tacked and stood out to sea.

April 29.—The north patrol of Green Run Inlet Station, (Fifth District,) Maryland, burned a red Coston light soon after midnight to notify a three-masted schooner that she was too near the shore. The schooner tacked and stood off.

April 29.—The patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel which was running too near the beach.

April 29.—At about 1 o'clock in the morning the south patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, warned off, by Coston signal, a vessel which was heading directly for the beach. She changed her course at once and was thus saved from disaster.

April 30.—A Coston signal burned by one of the crew of the Assateague Beach Station, (Fifth District,) Virginia, gave timely warning to a vessel approaching dangerously near the shoals.

April 30.—The steamboat *Edith*, of Erie, Pennsylvania, bound in from the fishing grounds, lost her rudder about four miles north-northwest of the Erie Station, (Ninth District,) Lake Erie, and whistled for assistance. Shortly after the mishap, at half-past 5 o'clock in the afternoon, the signal was heard at the station and two of the crew were dispatched to the city in the dingey for a tug. The keeper and five men manned the surf-boat and pulled out to the disabled craft. When the nature of the accident was ascertained, they made the boat fast to the quarter, and, by means of three oars, the vessel was safely steered to the channel piers, where she was taken by a tug and towed inside.

May 1.—Shortly after 1 o'clock in the afternoon a small sloop was discovered on Brown's Ledges, about a quarter of a mile northwest of the White Head Station, (First District,) coast of Maine. The keeper started at once for the scene of the mishap (the regular life-saving crew being off duty, having been disbanded the previous day) and was met by the captain of the stranded craft who had waded ashore and was on his way to the station for assistance. The sloop contained his wife and son and was bound from Deer Isle to Booth Bay, Maine. During the night she had struck on the rocks and filled, some ten miles to the eastward of the station, and the occupants lost their provisions and clothing. They succeeded in getting her off, however, by throwing out the ballast, and resumed their journey. The accident damaged the rudder and also caused the sloop to leak badly. In trying to run through Brown's Island Passage the current swept her on the ledge, where she was first seen by the keeper. The latter assisted to land the captain's wife and son, both of whom were wet and cold and in a destitute condition. They were conducted to the station and provided with food and warmth and furnished with dry wearing apparel from the supplies donated by the Women's National Relief Association. The keeper then returned to the sloop, repaired the steering gear and stopped up the leaks, and when she floated at high water took her to a sheltered cove at White Head Island and moored her. The distressed party were lodged and cared for at the station until the following day, when they left for their home, being supplied with sufficient provisions to meet their wants.

May 1.—The fishing schooner *Abbie M. Deering*, of and from Portland, Maine, on a fishing cruise, with a crew of seventeen men, parted her chains while anchored inside the Delaware Breakwater during a strong northeaster with a heavy sea, at 9 o'clock in the morning, and stranded on the bar about four hundred yards from shore, one-quarter of a mile east from the Lewes Station, (Fifth District,) Delaware. The keeper witnessed the accident. His crew, then on their way to their homes, having

just been disbanded for the season, were recalled, and within about half an hour were on the ground ready to render assistance. A line was sent off from a pier near by to prevent the schooner from working higher up on the bar, and she was thus held until the tug-boat *William J. Pride, jr.*, came to her aid and pulled her off uninjured. She was subsequently towed to Philadelphia to procure new anchors and chains.

May 2.—The boatman on lookout duty at the Louisville Station, (Ninth District,) Louisville, Kentucky, summoned the crew at about 4 o'clock in the afternoon to the rescue of two boys in a skiff who were being carried into danger by the strong current above the cross-dam of the falls. The youths, who had no knowledge of their precarious situation, were brought safely ashore.

May 3.—At 7 o'clock in the morning a schooner was discovered ashore on Duck Ledges, in the west end of Moos-a-bec Reach, five miles north-northwest of the Crumple Island Station, (First District,) coast of Maine. The station being closed for the summer, the vessel was boarded by a crew of volunteer surfmen, who laid out an anchor and, when the tide flowed, hove the craft clear of the rocks. They then sailed her into the harbor at Jonesport, where she was safely moored. She was the *Ned P. Walker*, of Vinalhaven, Maine, bound from Dover, New Hampshire, to Jonesboro', Maine, in ballast, with a crew of four men.

May 3-5.—At about 2 o'clock in the morning of the 3d, during calm and clear weather, the schooner *Buena Vista*, of Wiscasset, Maine, bound from Eastport, in that State, to Boston, Massachusetts, was driven ashore by the swell of the sea on Baker's Island Bar, a third of a mile southeast of the Cranberry Isles Station, (First District,) coast of Maine. She had a crew of three men, and was loaded with iron and shells. The vessel was discovered by the keeper's son at 5 o'clock, and the former at once launched a small boat and rowed out to her. He found her bilged and sunk with only a part of her rail remaining out of water. The crew had safely reached the shore and were on Baker's Island. The keeper landed there and brought the captain back to the wreck, who was anxious to have his schooner stripped and as much belonging to her as possible saved. The keeper returned to the station, mustered a volunteer crew (the regular force not being on duty at this season), and went off to the craft in the surf-boat. The fore and main sails were unbent, and, together with the main boom and gaff and a portion of the rigging, taken ashore. The seas broke over the vessel with such force on the ebb-tide that the surfmen were prevented from getting the jib at this time. Early the following day, (4th,) however, they succeeded in obtaining it and also much of the standing rigging. A fresh southwest breeze sprung up during the night, which made a rough sea on the bar, and by morning the schooner had almost washed to pieces. In the afternoon the keeper, with the captain, saved some blocks and sheets from a floating portion of the wreck. On this and the succeeding day (5th,) the station keeper assisted to transport the sails and rigging across Little Cranberry Island to a wharf on the north side, and afterwards helped to remove a number of the vessel's chain-plates from a piece of the wreck that drifted ashore. The schooner became a total loss.

May 3.—The keeper of the Chicago Station, (Eleventh District,) Lake Michigan, was informed, shortly before 11 o'clock in the morning, that a young man in a cat-boat, which he was unable to manage, had drifted past the water-works crib and was in danger of being lost. The life-saving crew at once put off to the rescue and overtook him fully four

miles from the harbor, whither he had been driven by a fresh south-west wind. He was taken into the surf-boat and his craft towed safely ashore after a hard pull of two hours.

May 4.—In the morning of this date the keeper of the Fletcher's Neck Station, (First District,) coast of Maine, assisted to work the fishing schooner *Phantom*, of Gloucester, Massachusetts, that had damaged her rudder by grounding on a shoal in Winter Harbor, into Biddeford Pool. The extent of her injuries was there ascertained, and, after repairs had been made, she proceeded on her cruise.

May 4.—A few minutes past midnight a surfman belonging to the Buffalo Station, (Ninth District,) Lake Erie, heard a loud splash, as if some one had fallen into the water, in the direction of the Evans' Slip, about two hundred yards northeast of the station. He hurriedly jumped into the dingey and proceeded, with all speed, to ascertain the cause of the noise. Nearing the Anchor Line wharves he discovered a man in the water, clinging to the pilings, unable to get ashore. The latter was soon taken into the boat, but just as a start was being made for the station his friends put in an appearance, and the surfman, at their urgent entreaty, delivered him up to their care. It is more than likely that the man would have perished had not help arrived in time, as exposure to the cold river water would soon have benumbed and exhausted him.

May 4.—Shortly before noon the keeper of the Thunder Bay Island Station, (Tenth District,) Lake Huron, was notified by two fishermen that a steamer, evidently in distress, was lying some six or seven miles north of the station. The life-boat was at once manned and, after a hard pull, the life-saving crew arrived alongside of the propeller *Lycoming*, of Erie, Pennsylvania, bound from Milwaukee, Wisconsin, to Buffalo, New York. She was loaded with flour and carried a crew of twenty-six persons. Her machinery was disabled and she had been obliged to anchor in the lake. The surfmen staid by her until late in the afternoon, when she was taken in tow by a passing steam-berge to Port Huron, Michigan. The captain of the *Lycoming* was much pleased at the arrival of the station men, as he was enabled thereby to send by them very important dispatches to the manager of his line, detailing the nature of the accident and asking for instructions, which, on account of their immediate delivery, would save the company much time and expense. The following day two of the surfmen carried the messages to Alpena, a distance of twelve miles, and transmitted them.

May 5.—The keeper of the Smith's Island Station, (Fifth District,) coast of Virginia, recovered from the surf a mail-bag, full of letters, which had drifted more than two hundred miles from the British steamer *Oregon*, sunk by collision nearly two months previous, (March 14th,) off the coast of Long Island, New York. It was conveyed to the nearest post-office on the main-land, (Capeville,) and the proper authorities were notified by telegraph.

May 5.—On this date two lumbermen came to the Muskallonge Lake Station, (Tenth District,) Lake Superior, and informed the keeper that their brother, who had been seriously hurt in the camp, was lying on the beach, a mile to the eastward, in a painful and helpless condition. The life-saving crew at once manned their boat and conveyed the injured man and his companions to the Two Heart River Station, next adjacent, where a sailing-skiff was obtained, and they were given over in charge of a surfman who took them still farther down the shore to the Crisp's Station. At the latter place the men were provided with

food and loaned a small boat, when they proceeded on their journey, unassisted, in search of medical aid.

May 6.—At half-past 3 o'clock in the afternoon the wind at Chicago suddenly shifted from the west, quickly developed into a strong northerly blow, and made up quite a sea on the lake. A number of small pleasure-boats were caught outside the harbor and one was discovered about a mile northeast of the Chicago Station, (Eleventh District,) Lake Michigan, in imminent danger of being swamped. It contained only one man, who was unable to reach shelter. The life-saving crew put off to his assistance, took the skiff in tow, and brought it safely into port.

May 6.—Shortly past 2 o'clock in the afternoon, during the prevalence of a strong northerly breeze and high sea, the lookout of the Milwaukee Station, (Eleventh District,) Lake Michigan, observed a fishing-boat capsize in a heavy wind squall, about two and a half miles to the eastward. The craft contained a man and his two sons. The life-saving crew put off for the scene with all haste, but, when about half-way out, met a tug, which had rescued the party, coming in. Subsequently the surfmen obtained a hawser from the station and, with the aid of the same tug, recovered the boat and towed it safely into the harbor.

May 8.—Early in the morning of this date the schooner *Leuis H. Smith*, of Bucksport, Maine, bound from Castine, in that State, to Boston, Massachusetts, with a cargo of bricks, and having a crew of three men, while beating out of Seal Harbor, mistayed and ran on Long Ledge. She was observed at the time she struck by a surfman, who at once informed the keeper of the White Head Station, (First District,) coast of Maine. A volunteer crew was mustered, the regular force being off duty at this season, who immediately went to the vessel's assistance. She was in a position about three-quarters of a mile northeast of the station, and was found fast on the rocks with her rudder unshipped. The life-saving men ran out an anchor and chain, hove the latter taut, manned the pumps, and kept the schooner free of water until the tide was high enough, when they succeeded in heaving her clear. They then shipped her rudder, got her under way, and worked her into the channel, where she was enabled to continue her passage.

May 8.—On this date the keeper of the Tom's River Life-Saving Station, (Fourth District,) coast of New Jersey, furnished clothing from the supplies donated by the Women's National Relief Association to the wrecked sailors of the schooner *Mary Haley*, of New York. The vessel struck the shoals at midnight, during a thick easterly storm, about a quarter of a mile south of the station, and immediately filled with water and sank, the crew of six persons barely escaping to the shore in their own boat. She was bound from Sloop Point, Virginia, to New York, and proved a total loss. An effort was made by the life-saving crew to reach the schooner shortly after she stranded, but they found that it was impossible to do anything, as the sea was breaking furiously over her.

May 9.—Shortly before 5 o'clock in the afternoon two boys in a small row-boat, who had been out on the lake, caught on to a barge as she was being towed up the river, along with several other skiffs, and in trying to cast loose a short distance from the Cleveaud Station, (Ninth District,) Lake Erie, they capsized their craft and both were thrown into the water. One of them reached a boat near by and succeeded in saving himself, while the other was rescued by a surfman from the station, who happened to be on the river when the accident occurred.

May 9.—At about 4 o'clock in the afternoon the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, reported that four

boys, on a small flat, were in danger above the cross-dam of the falls. The life-saving crew rescued the lads, who were entirely ignorant of their perilous situation, and conducted them to the shore.

May 9.—The keeper of the Middle Island Station, (Tenth District,) Lake Huron, at noon observed a signal of distress on the schooner *John Rice*, loading with wood at Monaghan's Landing, on the main-land three miles southeast of the station. The vessel had a crew of five men and two boys, belonged to Saint Clair, Michigan, and was to sail for Detroit, in the same State. The weather was threatening, with a strong easterly wind blowing, accompanied by light drizzling rain. The life-saving crew at once put off in the life-boat and pulled alongside of the craft, where they learned from the captain that the vessel was thumping to pieces against the wharf and had sprung a bad leak. He wanted assistance to run out a kedge and get her into a safe berth. When coming to he had taken the precaution to drop the port anchor, to aid him in getting under way again, but found that the length of chain would not keep her clear, and if hove short she would be liable to drag ashore, there being less than two fathoms of water under her stern. The surfmen laid out the kedge to windward, and, after landing on the wharf two stevedores who were assisting the ship's crew, returned to the schooner, manned the windlass, and began heaving on both anchors. This work continued for several hours, and the vessel was moved slowly into deep water. At the proper time the heavy starboard anchor was let go. The captain, apprehending that the craft would not swing clear of the wharf if the wind shifted, and also afraid that she might be blown on the beach and wrecked during the night, concluded, after consulting with the keeper, to take the chances and try to work her off shore. She was riding heavily and her port quarter was stove near the water-line, making it necessary for her crew to be employed at the pumps. At the suggestion of the keeper the best anchor was weighed and made ready to let go, which would hold the schooner in case she failed to gather sufficient headway. There was very little room for maneuvering, as the shore was only about twenty rods away and the wind and sea were increasing. The fore and main sails were spread and the latter held aback to cast her on the starboard tack. Both chains were hove taut, the port anchor was got up, and head sail made, but the kedge did not trip and the schooner fetched up. It was therefore decided to buoy the kedge-hawser and slip it. On the second attempt the vessel filled away, and in a short time was worked to a safe anchorage under the lee of the island, where the sails were furled and everything made snug. The life-saving men later in the evening recovered the kedge-anchor and placed it on board the vessel. As she needed no further assistance the surfmen returned to their quarters, having been actively employed for eight hours, receiving very little help from the schooner's crew, most of whom were green hands. The captain was very grateful to the station men and said that without their timely aid his craft would undoubtedly have been lost.

May 9.—While the schooner *Challenge*, of Milwaukee, Wisconsin, was discharging her cargo of wood at the south pier, Evanston, Illinois, the wind began to freshen from the eastward, making her exposed position one of extreme danger. The keeper of the Evanston Station, (Eleventh District,) Lake Michigan, counseled the captain to seek another berth, but the latter doubted his ability to do so on account of the prevailing head wind. With the assistance of the keeper, however, who helped him make sail, and afterwards to cast off his mooring lines, he succeeded in working the vessel to a safe anchorage. It proved to be a

fortunate move, as there was a heavy blow during the night, accompanied by thick and rainy weather. The following day the master, appreciating the circumstance, came to the station and thanked the keeper for his timely advice and aid.

May 10.—Shortly before 5 o'clock in the evening the keeper of the Louisville Station, (Ninth District,) Louisville, Kentucky, was informed that three men were on some rocks at the head of Goose Island, about five miles down the river, and had no means of getting off. The life-saving crew manned their boat, pulled to the point designated, and found the party as described, with the water breaking over the ledge. The boatmen landed them safely on the main shore. They had been taken to the rocks in a skiff by a fisherman, who promised to return for them later in the day, but failed to do so.

May 11.—At about half-past 5 o'clock in the morning a workman who lives in Jeffersonville, Indiana, and is in the habit of daily crossing the river in a skiff to Louisville, was driven by the wind and current into a dangerous position above the cross-dam of the falls. The life-savers of the Louisville Station, (Ninth District,) Louisville, Kentucky, quickly put off to his assistance and towed his boat safely to the shore.

May 12.—The keeper of the Seatack Station, (Sixth District,) coast of Virginia, having been informed by the keeper of Cape Henry lighthouse that the body of a man was floating in the surf, a mile or two north of the station, he proceeded to the spot, recovered and coffined the body, and gave it a decent burial. It was supposed to be the body of one of the crew of the schooner *Anthea Godfrey*, which had sunk in Lynnhaven Bay four months previous. The facts were telegraphed to Norfolk.

May 12.—In the evening of this date a little Polish boy, about four years old, who had strayed from home, was found on the beach by the crew of the Manistee Station, (Eleventh District,) Lake Michigan. The lost child could not utter a word of English, and was, therefore, unable to make known the names of his parents or where he lived. He was taken to the station and kindly cared for over night. Early the next morning the father arrived in search of his missing son, and was thankful to find him safe in the hands of the surfmen. It would have gone hard with the little fellow had he been obliged to remain out all night.

May 13.—The keeper of the Chicamicomico Station, (Sixth District,) coast of North Carolina, furnished the master of the schooner *Thomas H. Kirby*, of Baltimore, Maryland, with enough fuel to meet his immediate needs, his supply having become exhausted and there being no other means of replenishing it in that locality.

May 13.—During the night one of the crew of the Grindstone City Station, (Tenth District,) Lake Huron, discovered a steamer in danger of striking on a reef, to the northeast of the station, and warned her off by flashing a Coston signal.

May 14.—At 10 o'clock, in the day, the wind being from the northeast, with dark, cloudy weather, the keeper of the Assateague Beach Station, (Fifth District,) coast of Virginia, observed a bark approaching dangerously near to Turner's Shoal, a mile or two off shore. He quickly hoisted the International Code signal J. D., ("You are standing into danger,") when the bark, taking warning from it, changed her course and escaped disaster. The keeper was alone at the time, the crew having been disbanded two weeks previous.

May 15.—The crew of the Buffalo Station, (Ninth District,) Lake Erie, early in the morning of this date, picked up twelve skiffs that were drifting on the lake towards the head of the Niagara River, and towed

them ashore. The boats had previously been hauled out near the boat-house where they belonged, and a fresh south wind, springing up unexpectedly in the night, raised the water along the beach, which washed them away. The following card appeared the same day in the Buffalo Evening News:

"I wish to return thanks to Capt. Tom Williams, of the life-saving station, for saving my property, in the shape of twelve boats, which broke away last night in the storm.

"WILLIAM CAVANAUGH."

May 15.—On this date the crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, went up the river in search of the body of a man who had been drowned the previous day, but, after working until evening and using every means without success, the attempt to recover it was abandoned.

May 16.—On this date, in the forenoon, the keeper of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, reassembled his crew, who had been disbanded for the summer season two weeks previous, and went to the assistance of the sloop *Pic-Nic*, of New Berne, North Carolina, which, while lying in Pamlico Sound, off Kinnakeet, on May 2d, had dragged ashore, during a severe northwest gale, about half a mile west of the station. They had offered their aid at the time of the accident, but it was declined. On the 16th, however, the necessary preparations being complete, the station crew succeeded, with the aid of others employed by the owner, in hauling the vessel well up on the bank, so that she could be properly repaired. On the same day the station crew also assisted in launching another small sloop which had been driven ashore at about the same time as the *Pic-Nic*.

May 16.—Shortly before noon of this date four lives were saved by the crew of the Cleveland Station, (Ninth District,) Lake Erie, under the following circumstances: Two men, accompanied by two young women, started out in a small open boat for a pleasure row on the lake. The frail craft was considerably overloaded, and the lookout at the station anticipated trouble, as a brisk northerly wind prevailed at the time, with rough water in the harbor. He therefore notified his fellow-surfmens to hold themselves in readiness in case their services were required. The warning was not a whit too soon, for the boat got into the trough of the sea and almost immediately capsized. The life-savers sprang into several skiffs near at hand and put off with all possible speed to the scene of the accident. The imperiled persons were clinging to the overturned boat and struggling frantically in the water when the crew reached them, one of the women having momentarily sunk beneath the surface. The surfmen promptly effected their rescue and took them to the station, where they were given stimulants and dry clothing, a portion of the latter being furnished from the supplies donated by the Women's National Relief Association, most of which was subsequently returned. After recovering somewhat from the consequences of their narrow escape the party proceeded homeward, sincerely grateful to the life-saving men for their timely succor. The capsized boat was conveyed to the owner, from whom it was hired.

May 16.—On this date a boy who had been sick several days on board the wrecking-steamer *Fern*, at anchor off the Thunder Bay Island Station, (Tenth District,) Lake Huron, was brought on shore and kindly cared for by the keeper, who afterwards sent him home to his parents.

May 16.—Two men in a yawl came to the Kenosha Station, (Eleventh District,) Lake Michigan, at half past 3 o'clock in the morning of this date and informed the keeper that they belonged to the crew of the steam-tug *C. M. Charnley*, of Chicago, Illinois, which had disabled her machinery while on her way home from Milwaukee, Wisconsin, and was in a helpless condition eight miles to the southward. Word of the accident was at once communicated to the captain of the fishing-tug *Albatross* (lying in the harbor,) who promised to go to the relief of the vessel as soon as he could get up steam. The life-saving crew started for the scene in the surf-boat, with the yawl in tow, and reached the disabled craft an hour in advance of the fishing-steamer. When the latter arrived the surfmen assisted in running lines, helped to heave up the tug's anchor, and made themselves generally useful until she was towed safely into port. Her crew numbered nine men all told.

May 17.—At about 7 o'clock in the evening a river skiff, containing three men, drifted into the dangerous current above the cross-dam of the falls of the Ohio river at Louisville, Kentucky, and became unmanageable. The crew of the Louisville Station, (Ninth District,) attracted by the peril of the situation, put off at once and towed the trio ashore. The latter, who were inexperienced boatmen, would have been swept over the dam had not assistance promptly arrived.

May 17.—At half past 10 o'clock in the morning the master of the small schooner *Alice*, of Alpena, Michigan, came to the Thunder Bay Island Station, (Tenth District,) Lake Huron, and stated that his boat, while bound to Presque Isle, with oats and general merchandise, capsized in the afternoon of the 15th, near Crooked Island, about five miles west-northwest of the station. There were three persons on board, including one passenger, all of whom clung to the overturned craft for three hours until a man put off from the shore in a skiff to their assistance, and rescued them in a nearly exhausted condition. The life-saving crew went to the scene of the accident and found the vessel in bad shape, on her beam ends, and full of water. The wind was blowing fresh from the southeast and a heavy sea was making up. The surfmen unshipped the mainmast, but had to cut away the foremast before she righted. After pulling hard on her in the life-boat she finally came off the rocks and floated. The station men then towed her, with considerable difficulty, a distance of two miles to a harbor, where she was grounded and bailed out. The life-saving force were arduously employed on this occasion for nearly six hours, and some of the crew were almost chilled through from working up to their waists in the water. They were the means of saving the schooner, as she would have gone to pieces if she had remained much longer on the rocks. The captain was heartfelt in his gratitude for the service rendered.

May 17.—In the forenoon of this date a man from Evanston, Illinois, went out for a pleasure sail on Lake Michigan in a small, cat-rigged boat. The breeze, which was light when he started, gradually freshened, and not being acquainted with the management of a sail-boat, he attempted to run before the wind with the sheet hauled aft, a manœuver which resulted in his craft capsizing about half a mile east of the Evanston Station, (Eleventh District.) Four of the life-saving crew speedily put off to the rescue, and saved the imperiled man, who was conveyed to the station and provided with dry clothing, while his boat was towed in, righted, and bailed out.

May 18.—Shortly after 5 o'clock in the evening the lookout of the Cleveland Station, (Ninth District,) Lake Erie, saw a cat-rigged pleasure-boat containing three boys capsize in the outer harbor. The wind

was fresh from the northeast, and in attempting to go about and stand off shore the lads had, by some mismanagement, rolled the craft over. The life-savers put off in the dingey and rescued them from their perilous situation, after which they were taken to the station and provided with dry garments so that they could reach their homes. The clothing, which was from the supplies donated by the Women's National Relief Association, was subsequently returned. The sail-boat was towed to the station uninjured.

May 21.—At 10 o'clock in the day the crew of the False Cape Station, (Sixth District,) coast of Virginia, gave warning by International Code signal J. S., ("Stand off, get an offing,") to a steamer which was in danger of running ashore. She quickly changed her course, hoisting the British colors as she went off.

May 22.—An empty fifteen-foot boat drifted ashore about half a mile east of the Coney Island Station, (Third District,) New York, and was hauled out on the beach, above high-water mark, by the keeper and his son. It was subsequently delivered to the owner at Sheepshead Bay.

May 24.—The crew of the Barnegat Station, (Fourth District,) coast of New Jersey, found in the bay, about two miles west of the station, the body of John Ridgway, who was drowned the previous winter while carrying the mail between Barnegat and Barnegat City. Proper disposition was made of the remains.

May 24. While the steamer *M. Sicken*, of Marine City, Michigan, was on her way to Saginaw, in the same State, with a tow of three empty barges from Tonawanda, New York, she parted her tiller chains in trying to reach the lee of Kelley's Island during a fresh northeast wind, and was obliged to cast off her consorts, which came near stranding on the beach before they could get an anchor down. This happened at about 9 o'clock at night, a short distance from the Point Marblehead Station, (Ninth District,) Lake Erie. The patrol, observing that the crafts were dragging towards the shore, summoned the crew, who speedily launched the surf-boat and put off to their assistance. The steamer soon returned and the life-saving men ran a line to her from the barges and the latter were taken to a safe berth.

May 27.—Shortly before 7 o'clock of this date the small steam-propeller *Ghent*, hailing from Ghent, Kentucky, and bound for Madison, Indiana, with six persons on board, was seen from the Louisville Station, (Ninth District,) Louisville, Kentucky, in a dangerous position above the cross-dam of the falls. The boatmen put off to the scene as soon as possible, but before they could reach the vessel she stranded against the dam. The keeper sent for the harbor tug, and then obtained a hawser and anchor from the station. A second boat was also manned and the life-saving force ran the line to the steamer and assisted in the operations of getting her afloat. The anchor was used to hold the tug alongside of the wing-dam while she was at work on the stranded craft. The latter was finally pulled clear and sustained no perceptible damage.

May 28.—At fifteen minutes past 2 o'clock in the morning surfman Harrison, of the Buffalo Station, (Ninth District,) Lake Erie, while on patrol, heard loud cries in the vicinity of the Watson elevator, a short distance east of the station. He at once manned the dingey and put off to ascertain their cause. On nearing the steamer *John B. Lyon*, moored alongside the elevator, the cries were repeated and, at the same time, a man was discovered in the river holding on to the vessel's stem. He was speedily lifted into the boat, and without further delay conveyed to the station, where, after being stripped of wet clothing, he was rubbed briskly, wrapped in dry blankets, and put to bed. It appears

that, on returning to his vessel, and when on the opposite wharf, being under the influence of liquor, he plunged into the river and swam across, but soon became benumbed and exhausted in the cold water, and had it not been for the prompt arrival of help he must certainly have drowned. Before leaving the station he was provided with suitable clothing, the latter being drawn in part from the supply furnished by the Women's National Relief Association.

May 28.—In the early part of the afternoon the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, were attracted by a gathering of people on the opposite side of the river and at once manned their boat and rowed across to ascertain the cause. They found that a four-year-old boy had been drowned in the bend of the stream, (at a point not within sight of the station,) and the body had been recovered by some workmen. The surfmen applied the usual methods to restore life, but without successful result, as the child was dead when taken from the water. The body was conveyed to the distressed parents, who had missed the little fellow for about half an hour.

May 29.—At about 7 o'clock in the evening, as three men were leaving the yacht *Eagle Wing*, which was anchored in the harbor a short distance from the Kenosha Station, (Eleventh District,) Lake Michigan, their yawl capsized and the party were in danger of drowning. The keeper and one of the surfmen witnessing the accident speedily put off in a skiff, rescued the men, and brought them safely ashore.

May 30.—Towards evening the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, observed a skiff containing a party of six young men and women in danger above the cross-dam of the falls. The life-savers immediately launched their boat, pulled out to them, and towed the skiff and its occupants safely ashore.

May 31.—At about 10 o'clock on the preceding night, during a thick fog, the four-masted schooner *Charles E. Balch*, hailing from Bath, Maine, with a cargo of ice, and bound to Philadelphia, Pennsylvania, grounded on the south bar of Townsend's Inlet. She carried a crew of nine persons. She was discovered at half-past 4 o'clock the next morning by the keeper of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, about two miles south-southeast from the station. He mustered a volunteer crew and proceeded to the distressed vessel with all possible haste. Her captain requested the station men to return on shore and telegraph for assistance; this they did, sending messages to New York and Lewes, Delaware, for tugs. At half-past 12 o'clock in the afternoon the surfmen made another trip to the schooner. By this time the wrecking boat from the main-land had arrived and laid out an anchor. The fishing steamer *Robert E. Brown* also put in an appearance and offered to take hold of the stranded craft. The life-saving crew, who were now joined by the keeper of the Sea Isle City Station, worked diligently at the pumps and ran a lawser to the steamer three times. On the first occasion the latter went too far to leeward; afterwards it was parted by the heavy strain brought to bear. At about half-past 6 o'clock the third attempt to free the schooner proved successful, the station men materially furthering the operation by hauling on the kedge line. The captain was highly delighted at this fortunate turn of affairs and was enabled to continue his voyage without any apparent damage to his ship.

May 31.—While the steamer *Golden Eagle* was landing horses on Sugar Island, Michigan, one of them got away and started to swim out into the lake. The vessel whistled for the crew of the Thunder Bay Island Station, (Tenth District,) Lake Huron, who at once put off in the surf-

boat and brought the animal safely back to the shore, thereby saving it from drowning.

June 1.—Shortly before 3 o'clock in the afternoon the watch of the Middle Island Station, (Tenth District,) Lake Huron, saw the tug *Robert Boyd*, of East Saginaw, Michigan, bound down the lake, strike on a reef two miles southeast of the station. She had a crew of five men. A fresh northeast wind prevailed, and the atmosphere was smoky and misty. The life-saving crew at once manned the surf-boat and went to the assistance of the stranded craft. Arriving alongside, they found her working her engines, trying to get off. At the request of the captain the surfmen took soundings around the vessel to ascertain where the deepest water lay, after which the keeper proposed to return to the station and obtain anchors, (the tug having none,) to aid in getting her clear. While on the point of carrying out this plan the engines began to move her, and, a few minutes later, she slid off the reef and floated. The captain thanked the station men for their services and resumed his voyage, feeling himself very fortunate in escaping the danger that menaced him with so little trouble.

June 2.—At about noon the keeper of the Assateague Beach Station, (Fifth District,) Virginia, observed that a sloop had grounded on New Inlet Bar, some two and a half miles west-southwest of the station, and was pounding heavily in the breakers. A fresh southerly breeze was blowing, and the vessel had fallen too far to leeward, causing her to strike on the shoals. With as little delay as possible a volunteer crew were mustered, the regular life-saving force being off duty for the summer season, who manned the surf-boat and pulled out to her. She proved to be the *J. C. Wood*, of Chincoteague, Virginia, bound home from Hog Island, in the same State, with a cargo of oysters and a crew of four men. The surfmen at once ran out an anchor, and by heaving on the cable and using oars succeeded in working the craft over the shoal into deep water. She sustained but trifling damage, and the captain was enabled to proceed with safety out of the channel. He warmly thanked the station crew for their prompt assistance. By the time the latter reached their quarters, at 4 o'clock, they were pretty well drenched by the heavy seas.

June 2.—In the forenoon of this date a surfman of the Grand Haven Station, (Eleventh District,) Lake Michigan, recovered a skiff which he found adrift in the harbor, and towed it to the station, where the owner subsequently came and claimed it. The boat would probably have gone to pieces against the pier had it not fortunately been seen and cared for.

June 3.—The British schooner *Sea Foam*, of Saint John, New Brunswick, bound thence to Thomaston, Maine, at about midnight of the previous day, during a thick fog, stranded on the southeast point of Little Cranberry Island, about one hundred and fifty yards from the Cranberry Isles Station, (First District,) coast of Maine. She had a crew of three men and a cargo of cord-wood. The keeper was informed of the accident early in the morning of the 3d, and, the regular life-saving force being off duty for the summer, he at once mustered a volunteer crew, launched the surf-boat, and went out to the vessel's relief. Arriving alongside they found her high and dry on the rocks in a position of extreme peril. The surfmen immediately took charge, and laid out three anchors and cables astern, and ran a line to a ledge off the port quarter. A portion of the ledge on which she hung, near the main chains, was then broken away, and a number of rocks removed, so as to form a small channel that she would be likely to slide off in to at high water. A part of her deck-load was thrown overboard, and on the flood-tide the heave of the sea

forced her into the narrow channel previously made. The station men then hove her into a favorable position, weighed her anchors, made sail, and by skillful management worked her clear of all danger. As the wind was blowing fresh and the weather thick, and after ascertaining that the vessel was not leaking, the keeper sent his crew back to the station, at about noon, while he piloted the schooner to a safe anchorage in Cranberry Island Harbor. The captain and mate, before leaving, gave the keeper the following card of thanks:

"We, the undersigned, wish to render thanks to Captain G. T. Hadlock and life-saving crew of the Cranberry Isles Station for the very valuable assistance rendered to British schooner *Sea Foam*, ashore on southeast point of Little Cranberry Island, June 3, 1886. Without their assistance the vessel and cargo undoubtedly would have been lost.

"E. P. NICHOLS, *Master*.

"J. GEORGE HOLDEN, *Mate*."

June 4.—At 1 o'clock in the morning of this date the steam-propeller *David W. Rust*, of Milwaukee, Wisconsin, bound from Escanaba, Michigan, to Erie, Pennsylvania, with a cargo of iron ore, and a barge in tow, mistook the buoys and stranded on Starve Island reef, about eight miles to the west-northwest of the Point Marblehead Station, (Ninth District,) Lake Erie. She had a crew of seventeen persons on board. The vessel was discovered by the beach patrol, shortly after she struck, and the mishap reported to the keeper. The latter at once telephoned for a tug, and, as there was no immediate danger, the wind being light and the weather clear, the surf-boat was not launched until after daylight. The life-saving men assisted to throw overboard a part of her cargo, and when sufficiently lightened, a tug and steamer, that arrived on the scene, pulled her afloat, and she resumed her voyage. The surfmen got back to their quarters at about noon.

June 4.—During threatening weather, with a fresh westerly wind and rough sea, the scow *Essex*, of Cheboygan, Michigan, on her way home from Prentis Bay, in that State, when about to come to in the harbor off the Hammond's Bay Station, (Tenth District,) Lake Huron, fouled her anchor and commenced to drag rapidly towards the beach. She was loaded with railroad-ties and had a crew of three men. The life-saving force managed to get a line to her and succeeded in mooring her in a safe place without damage. She carried away the main-boom of the supply-boat in her progress to leeward and, had it not been for the timely intervention of the surfmen, would have damaged the fire-pumps belonging to the station, which were on a small pier in the harbor. The captain of the craft was very thankful for the services of the station men.

June 4.—Shortly after 1 o'clock in the afternoon a drunken man embarked in a skiff, close by the Saint Joseph Station, (Eleventh District,) Lake Michigan, and started for Benton Harbor ostensibly to fish. The life-saving crew, anticipating trouble, got their boats in readiness. Not more than ten minutes elapsed before the skiff capsized and its occupant was precipitated into the river. The surfmen put off and saved the man, who, without assistance, would soon have drowned, as he could not swim and was in an utterly helpless condition. His boat was hauled out on the wharf and emptied of water.

June 5.—At a quarter-past 11 o'clock at night one of the crew on watch at the Buffalo Station, (Ninth District,) Lake Erie, hearing a loud splash on the opposite side of the river, and fearing some accident had

occurred, quickly manned the dingey and pulled off in the direction whence the sounds came. On nearing the wharf at the upper Bennett elevator he discovered a dark object floating in the water, and at once laid hold of it, when, to his surprise, he found himself in possession of the body of a man. Placing it in the bottom of the boat, the surfman rowed with all haste to the station. With the assistance of the keeper the man, who was ascertained to be in a drunken stupor, was restored to consciousness. In wandering about the wharves he had walked off into the river and would have drowned beyond all doubt had not assistance been close at hand. After having recovered to a sufficient degree he was conducted to a street car and sent to his home.

June 6.—In the afternoon of this date the schooner *D. K. Arey*, of Winterport, Maine, bound from Bangor, in that State, to Gloucester, Massachusetts, sprang a leak while lying in Seal Harbor. She was loaded with brick and empty fish barrels and carried a crew of three men. The leak increased so rapidly that, in order to prevent the vessel from sinking in deep water, she was grounded at 5 o'clock on the flats, off Spruce Head Island, about a mile and a quarter northeast of the White Head Station, (First District,) coast of Maine. Her situation was perceived at the station and, the latter being closed for the summer, the keeper mustered a volunteer crew, and in forty minutes the life-saving men were alongside in their surf-boat. They at once manned the pumps, and, after reducing the water in the hold, at low tide examined her bottom and found several bad leaks, which they calked and made tight. The vessel needing no further assistance the surfmen returned to the station, arriving there between 10 and 11 o'clock at night.

June 6.—Towards evening the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, observing two men in a skiff being carried down by the strong current in the Indiana chute of the falls, put off to the scene, caught the boat just in season, turned it round, and towed it into still water.

June 6.—At about half-past 1 o'clock in the afternoon surfman Mocracy rescued a five-year old boy who accidentally fell from the pier in front of the Muskegon Station, (Eleventh District,) Lake Michigan, and was in danger of drowning in the river.

June 6.—In compliance with the request of the city marshal and coroner of Racine, Wisconsin, the keeper and three of the crew of the Racine Station, (Eleventh District,) Lake Michigan, at half-past 8 o'clock in the morning rowed up the river about two miles and dragged for the body of a man who was drowned while bathing the previous evening. In half an hour the remains were recovered, conveyed ashore, and subsequently delivered to the authorities.

June 7.—At about 8 o'clock in the evening, during the prevalence of a dense fog, the British steamship *Bernard*, of Cardiff, South Wales, from Barrow, England, bound for New York, with a cargo of pig-iron and a crew of twenty-two persons, stranded opposite the Forge River Station, (Third District,) coast of Long Island, New York, five hundred yards from the beach. The keeper, who heard a low rumbling noise at the time, apprehended that a vessel had struck the bar. The weather was so thick that nothing could be made out, and although he fired Coston signals there was no response until 11 o'clock, when a rocket was sent up and a steam-whistle sounded. At this juncture the fog cleared away somewhat, and he discovered a dim light through the misty darkness. The station being closed for the summer and the surfmen off duty, the keeper, without delay, started for the main-land to muster a volunteer

crew, and succeeded in getting six men, who, after being conveyed two miles to the bay shore, crossed over and launched the surf-boat. The vessel was reached at half-past 2 in the morning (8th). The pilot was the only man who wanted to land, and he returned with the life-saving crew, who also brought off dispatches for the captain. Subsequently the keeper boarded the craft several times, and rendered all the aid he could. The steamer got afloat on the 10th, after throwing over a portion of her cargo. While she was ashore a crew from the Smith's Point Station and the keeper of the Moriches Station came to her assistance.

June 7.—At about 10 o'clock in the morning of this date the captain of the small schooner *Sunrise* arrived at the San Luis Station, (Eighth District,) coast of Texas, with the information that his vessel had missed stays while working through San Luis Pass, and stranded on the middle ground, about four miles southwest of the station. The regular crew being off duty for the summer, the keeper obtained the assistance of a volunteer surfman, and proceeded to the scene of the accident. The craft hailed from Galveston, Texas, and was bound home with a load of cord-wood from Brazos River, in the same State, and had a crew of two men. She was lying in an exposed position, and, had the wind veered to the northeast and blown hard, would doubtless have gone to pieces. The life-saving men discharged her deck-load on a flat, and by planting out anchors succeeded, after five hours of hard labor, in heaving her off the shoal. They then put the wood back on board, made sail, and worked the schooner to a safe berth abreast of the station. The captain was profuse in his thanks to the surfmen for their help.

June 8.—At about half-past 8 o'clock in the morning a surfman that is employed during the active season at the Cranberry Isles Station, (First District,) coast of Maine, while hauling his lobster traps, discovered the fishing schooner *Newsboy*, of Ellsworth, Maine, dragging from her anchorage off Manchester Point, Great Cranberry Island, two and a quarter miles west-northwest of the station. The crew of the vessel being absent at the time, he at once boarded her, and was soon joined by the captain and one of his men, who put off from the shore in a skiff as soon as they saw their craft in danger. Sail was speedily made and the vessel sheered clear of the rocks, which she had approached within ten feet of, and the other anchor let go. The surfman's boat being large the schooner's foul anchor was weighed to it and placed on board the vessel, after which the latter was got under way and taken to a safe harbor.

June 8.—At about half-past 12 o'clock in the afternoon two small boys were seen from the Louisville Station, (Ninth District,) Louisville, Kentucky, on a flat in the Indiana chute of the falls, and were in a very dangerous position. The crew put off to their assistance and caught the craft just as it was entering the strong current, took the boys off, made fast to the flat and towed it to the station. The youthful navigators had a narrow escape, the prompt action of the boatmen certainly saving their lives.

June 9.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, at about 3 o'clock in the afternoon, put off to the assistance of five men who had been capsized near the harbor entrance while trying to jibe the sails of their small schooner. The vessel was returning from the fishing grounds. Before the life-savers could reach the scene a tug, which happened by, rescued the imperiled party and landed them on the north pier. From there the men were taken into the surf-boat, and after first righting and bailing out their craft the station crew conveyed them safely ashore.

June 10.—In the afternoon of this date the sparks from the smoke-stack of a steam-tug fired a lumber wharf on the river, opposite the Muskegon Station, (Eleventh District,) Lake Michigan, and the life-saving crew with difficulty extinguished the flames.

June 11.—The keeper of the Point Lookout Station, (Third District,) coast of Long Island, New York, shortly before 7 o'clock in the evening, went to the relief of the sloop *Emily J.*, of Patchogue, New York, which had stranded in New Inlet, two miles to the eastward of the station. The latter was closed for the summer, and the life-saving crew were off duty. The vessel was on her way home from Bridgeport, Connecticut, loaded with seed oysters. She had mistaken the buoys that mark the channel, and had grounded a quarter of a mile from shore. The keeper assisted her crew of two men in laying out an anchor, and in various efforts to float her. After much hard work she was finally got off the shoal at half-past 3 the following morning, (12th,) having sustained little or no injury.

June 11.—In the morning of this date a fisherman came to the Ludington Station, (Eleventh District,) Lake Michigan, and requested the services of the life-saving crew to assist in recovering the body of his brother-in-law who had fallen overboard from the steam ferry-boat *Rival* the previous night and been drowned. The surfmen dragged in the vicinity of the accident during the entire day, but owing to the extreme depth of the water they failed to find any traces of the lost man.

June 12.—In the afternoon of this date the Cleveland Canoe Association held a regatta in the outer harbor, and as it was blowing quite fresh from the northeast the keeper of the Cleveland Station, (Ninth District,) Lake Erie, caused the dingey to be manned and rowed to a position where it could be of assistance in case any mishaps occurred during the progress of the sport. Hardly thirty minutes had elapsed when the canoe *Fannie L.* was dismasted and capsized. The life-savers were close at hand and lost no time in rescuing the occupant of the craft from his perilous predicament. The boat was towed to the station, where it was bailed out and delivered to the grateful owner.

June 13.—At about 11 o'clock in the morning a schooner was made out on the ledges near Hardwood Island, in the west end of Moos-a-bec Reach, about five miles to the northward of the Crumple Island Station, (First District,) coast of Maine. The regular life-saving men being off duty at this season, the keeper mustered a crew of volunteer surfmen and started as soon as possible to the scene of the accident. They arrived alongside the vessel at 1 o'clock in the afternoon and found her hard and fast on the rocks. She was the *Pavilion*, of Vinalhaven, Maine, bound from that port to Jonesboro', in the same State, light, with four persons on board, two of whom were passengers. The mishap was due to a want of familiarity on the part of the crew with the local waters. The surfmen laid out an anchor and, as the tide flowed, kept the schooner free with the pumps. At high water they hove her off the ledge, got her under way, and sailed her safely into the harbor at Jonesport. They then rowed back to the station, a distance of six miles, reaching their quarters at 11 o'clock at night, after twelve hours of toilsome work.

June 13.—About noon of this date the steam-yacht *George H. Haselton*, of Oswego, New York, with a party of excursionists on board, arrived off Salmon Creek and signaled for a pilot. The station of the latter name, (Ninth District,) Lake Ontario, having been destroyed by fire the previous spring, the keeper was the only person on duty. He

went off to the craft in his skiff and ascertained that the captain wanted to reach the pier at the mouth of the creek, but did not know whether there was sufficient water for his vessel to get in. The keeper offered to direct him through the channel, but was doubtful about the steamer crossing the shoals in her loaded condition. When within two hundred yards of the shore she grounded on the bar, and the keeper, with two members of his former crew, manned the surf-boat and assisted to land some forty passengers. After thus being lightened the yacht was able to pass inside. In the afternoon, when ready to start home, the keeper piloted the vessel, with half of the party, to a safe offing, and put the rest of the people on board in the surf-boat. The captain was very grateful for this assistance.

June 13.—At 10 o'clock in the morning a small schooner, the *North Star*, of Ludington, Michigan, was seen to strand not more than thirty yards south of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan. A fresh southwest breeze was blowing, but the fog was so dense that the craft was not observed until a moment before she struck. Five men who were on board jumped off, as soon as the vessel touched bottom, and made for the shore. The life-saving crew rushed down to the beach and helped them through the surf. The drenched party were then taken to the station, where their clothing was dried. In the meantime the boat was shoved into deep water and the keeper, with one of his crew, sailed her to Hamlin, three-quarters of a mile distant. It appears that the men, none of whom understood the management of a sail-boat, had started out early in the morning on a pleasure trip, when, the wind commencing to blow fresh and a thick fog shutting in, they all became frightened and headed for the shore, with no more serious results than above described.

June 13.—One of the crew of the Racine Station, (Eleventh District,) Lake Michigan, at about 6 o'clock in the evening of this date, observing a skiff with a man in it capsize in the river, through careless management, put off to the scene and succeeded in pulling the individual out of the water and landing him on the wharf. His overturned boat was also taken ashore and hauled out. He was very thankful to the surfman for coming to his assistance.

June 14.—In the forenoon of this date the keeper of the Gurnet Station, (Second District,) coast of Massachusetts, assisted the owner of the cat-rigged yacht *Hortense*, of Boston, in floating his craft which dragged ashore in a fresh southeast breeze, near the boat-landing, about a hundred yards west of the station. The life-saving crew being off duty for the summer season, the keeper went alongside in his dory, and by running out a line ahead and heeling her over managed to work the boat clear of the rocks. The sheet, which had stranded, was then repaired and the sail reefed and set. Besides a good-sized grapnel and a mailla line, which were brought from the station and put on board, the keeper also furnished the owner with some provisions and a bailing bucket, and, there being a fair wind and regular sea outside, started him on his way to Boston, where he arrived without further mishap at 7 o'clock in the evening. The gear belonging to the station was subsequently returned in good order.

June 14.—At about 8 o'clock in the forenoon, while the keeper of the Seabright Station, (Fourth District,) coast of New Jersey, was on his way from the station to his home, at a point a mile south of the former, his attention was attracted by a boat headed directly for the beach, containing two men who had gone out early in the morning to fish, but who were obliged to hastily return, owing to the sudden springing up

of a fresh northeast wind which was speedily making rough water. The keeper, at once comprehending the situation and the perilous nature of a trip through the heavy surf in a small open boat manned probably by inexperienced hands, waited to see the result of the attempt at landing, and held himself ready to give assistance in case of accident. As he had rightly conjectured, the skiff capsized soon after entering the treacherous surf and the occupants were caught under the boat. He forthwith rushed to their aid, and by the help of one of the life-saving crew, who happened to be near at hand just at that moment, succeeded in extricating the helpless creatures from their hazardous situation and dragging them up on the beach. Subsequently their boat was recovered, though all the movable articles pertaining to it were washed away and lost. Had it not been for the judicious and prompt action of the keeper both men would unquestionably have been drowned.

June 14.—At quarter-past 6 o'clock in the evening, during the prevalence of a strong east-northeast wind and high sea, a schooner was observed about two miles to seaward off the Seabright Station, (Fourth District,) coast of New Jersey, acting strangely as though unmanageable. She suddenly kept off before the wind and headed directly for the beach, taking in her after sails and running under a jib. The keeper of the station was notified, and, apprehending that the vessel would, in all probability, go ashore, he at once gathered together a volunteer crew, (the station not being regularly manned at this season,) and, procuring a team of horses to draw the apparatus-cart, started out with all possible celerity to a point southward, quite a mile and a half distant, opposite to where the schooner would be likely to fetch up. The life-savers, with their gear, arrived on the spot five minutes after the latter struck, she being swept high up on the beach. The people on board straightway jumped into the surf and scrambled on shore, all saving themselves, though not without getting a complete drenching. The vessel proved to be the *Republic*, of Wilmington, Delaware, bound from Milford, Delaware, to New York, laden with lumber, and carrying a crew of five men. She had sprung a leak some days previous, was badly water-logged, and had been beached by the crew for their own safety. Hardly had the sailors of the *Republic* gained the shore when another schooner was sighted, about a third of a mile still farther to the southward, making straight for the breakers. No time was to be lost, and the surfmen, with their implements, hastily turned to meet this new object of their vigilance. The tide being so high they were forced to take to the turnpike road and, afterwards, to cross the cottage lawns to a bluff, where they placed their apparatus in position for operations, in case such were found necessary. The keeper and a crew from the Monmouth Beach Station, who had also descried the singular movements of the schooner, arrived at this moment on the scene. Five minutes later this craft was likewise driven high up on the beach, and her crew of four men leaped into the water and also escaped to the shore. She was the *Clayton Frame*, of Somers Point, New Jersey, with a cargo of charcoal, bound from Broad Kill, Delaware, to New York. Like the *Republic*, she was in a waterlogged condition when she stranded. The castaways from the wrecked vessels were much fatigued and worn out by so many anxious hours of hard work. Immediately on reaching shelter, however, they were supplied with dry clothing (furnished from the stock donated by the Women's National Relief Association) and given warm food, and were comfortably cared for by the keepers for several days, the crew of the *Republic* going to the Seabright Station,

and that of the *Clayton Frame* to the Monmouth Beach Station. Subsequently a crew, under charge of the keeper at Monmouth Beach, recovered the sails (which were comparatively new) and a number of valuable articles from the schooner *Clayton Frame*. Both vessels soon afterwards broke up and became total wrecks. The following letters were received at the office of the General Superintendent:

“SEABRIGHT, NEW JERSEY, June 16, 1886.

“DEAR SIR: I feel it my duty to express to you my sincere thanks for the prompt arrival of Captain West and his crew, of the Seabright Station, to my assistance, when wrecked near here on the 14th instant. We were immediately taken to the station and provided with dry clothing, food, and every attention and comfort shown us.

“Yours, respectfully,

“DAVID HILL,
“Master of Schooner *Republic*.”

“S. I. KIMBALL, Esq.,
“General Superintendent U. S. Life-Saving Service.”

“DEAR SIR: This is to certify that I am under many obligations to Capt. James H. Mulligan and crew, of the Monmouth Beach Station, for the prompt and valuable assistance rendered to my crew and myself while stranded on the New Jersey coast June 14, 1886. In my misfortune I found the Life-Saving Service of great value.

“Yours, truly,

“CHARLES E. SMITH,
“Master of Schooner *Clayton Frame*.”

“S. I. KIMBALL, Esq.,
“General Superintendent U. S. Life-Saving Service.”

June 14.—Towards evening of this date the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, rescued four boys who had been caught in the strong current on a river flat near the Backbone reef of the falls. The craft was carried over the reef and sunk, the boys making a narrow escape by jumping on a pile of rocks. The boatmen took them off and conveyed them safely ashore.

June 14.—Early in the morning of this date the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, hearing distress whistles during the prevalence of a dense fog, launched the surf-boat, and, after pulling about five miles to the southward, found that the coal-laden steam-barge *Sparta*, of Cleveland, Ohio, had stranded on the point of the island. She was bound from Erie, Pennsylvania, to Milwaukee, Wisconsin, with a crew of eleven persons. Two vessels in tow were cast off in time to enable both to let go their anchors and save themselves from grounding. The steamer had just succeeded in working off the shoal when the surfmen arrived on the scene. They, however, informed the captain of his position, sounded out deep water for him, and ran lines to his consorts. The keeper then piloted the vessels clear of danger to where they could safely resume their voyage. On leaving for the station the master of the barge heartily thanked the crew for their services.

June 15.—During the prevalence of foggy weather, at about half-past 10 o'clock at night, the patrol of the North Manitou Island Station, (Eleventh District,) Lake Michigan, discovered, through the misty darkness, a small schooner close ashore and standing directly for the

beach. He immediately flashed his red Coston light, when the vessel went quickly about and stood off, just saving herself from stranding.

June 16.—At about half-past 4 o'clock in the morning the steam-barge *George Burnham*, of Milwaukee, Wisconsin, bound from Chicago, Illinois, to Drummond Island, Michigan, in ballast, with a crew numbering eleven persons, stranded in a thick fog on the south point of North Manitou Island, five miles from the life-saving station of that name, (Eleventh District,) Lake Michigan. The vessel was discovered by the patrolman shortly after she grounded. The surfmen launched their boat and proceeded with all dispatch to her assistance and helped in various ways to float her off—a task that finally proved successful, and which was gratefully appreciated by the captain of the steamer.

June 17.—During the morning the small schooner *Martha Allen*, of Buffalo, New York, was seen by the lookout of the Buffalo Station, (Ninth District,) Lake Erie, to leave port in charge of one man bound to the westward. It was subsequently learned that after proceeding some five miles up the Canadian shore the wind suddenly freshened from the south and west and the vessel anchored. The weather got stormy, her chain parted, and she was obliged to put back for shelter. While trying to make the harbor under jib and foresail, her peak-halliard block carried away, and thus partially disabled she broached to and capsized. The accident was witnessed from the station, and the life-saving crew at once put off in the surf-boat. As they rounded the breakwater they met an eight-oared boat sent out from the United States steamer *Michigan*, which was lying close at hand. The sailors, however, were forced to turn back, as the heavy seas nearly swamped them. The harbor tug *Edward Fiske* took the station-boat in tow, and on reaching the scene of the mishap the surf-men cast off and rescued the nearly exhausted man who was clinging for life to the overturned craft. The life-savers then cleared up the rigging, righted the vessel, and the tug towed her inside. The man, drenched to the skin, was taken to the station and furnished with dry garments. The adventure was dearly purchased, as he lost a new suit of clothing and a large sum of money, which were washed overboard. The cargo, consisting of five barrels of oil, was afterwards picked up.

June 17.—At 7 o'clock in the evening, during the prevalence of a fresh northwest wind, the crew of the Cleveland Station, (Ninth District,) Lake Erie, discovered the sloop-yacht *Silver Spray*, which had been at anchor in the bay, with no one on board, adrift from her moorings and driving down towards an old sunken wreck near the station, where, if she struck, she would soon pound to pieces. The surfmen manned the dingey and ran a line, hauled the craft up to the pier, made sail, and took her to a sheltered berth in the river, unquestionably saving her from disaster.

June 18.—The schooner *Francis R. Baird*, of Philadelphia, Pennsylvania, bound from Boston, Massachusetts, to Rockport, Maine, in ballast, with a crew of seven men, came to an anchor the previous evening during a thick fog, dangerously near the ledges, a mile to the westward of the White Head Station, (First District,) coast of Maine. She was discovered, when the fog lifted, early in the morning of the 18th. The station being closed for the summer, the keeper, with three surfmen, went to her relief in a dory at about 5 o'clock, and were joined soon afterwards by two more life-saving men, all of whom belonged to the regular force employed in the active season. They found the schooner lying near the rocks in very shoal water. No sooner had the station men boarded her than the wind, which up to that time had been

light and southerly, suddenly changed to the westward and came out fresh. The vessel swung round and commenced to strike heavily on the bottom. The surfmen at once manned the windlass and assisted to heave the craft into deep water, after which they carried out a small anchor, and finally kedged her clear of the ledges. She was then got under way and worked safely into the channel, and left to continue her voyage.

June 18.—Immediately after finishing with the *Francis R. Baird*, the crew of the White Head Station, (First District,) coast of Maine, went to the assistance of another schooner, the *Carrie H. Spofford*, of Deer Isle, Maine, which was in a similar predicament among the same ledges, a half mile southwest of Norton's Island. She was bound from Boston, Massachusetts, to Bangor, Maine, light, with six persons on board, three of whom were passengers. She had likewise been obliged to come to an anchor during the thick fog of the preceding day. When the life-saving men arrived alongside they found her almost in the breakers, having lost one anchor, while the other was caught in the rocks, and her crew were unable to heave it up. As the wind hauled to the westward the schooner occasionally thumped on the bottom. The surfmen, after two hours of hard and diligent work, succeeded in weighing the anchor and then worked the craft under sail to a safe berth in Seal Harbor. They returned to the station at about noon.

June 18.—In the forenoon the dead body of Miss May Hatch was brought to the New Shoreham Station, (Third District,) having been found twelve miles south of Block Island by the fishing schooner *Laura Louise*. This was a young lady who was drowned at sea from the steamer *Chatham* on June 16th. The remains were kept at the station until the 20th, and were then sent to the relatives at Baltimore, Maryland. The following letter was received at the office of the General Superintendent, relative to the search made for the body by the life-saving crew :

“BALTIMORE, MARYLAND, June 21, 1886.

“DEAR SIR: Please accept the thanks of our family for the prompt attention given to our letter of request concerning the recovery of the body of Miss May Hatch. As you have doubtless learned from the papers the body has already been found by the schooner *Laura Louise*, and it will probably be in our possession by to-morrow afternoon. Yet we cannot forbear to express our grateful appreciation of the readiness with which the Service was placed at our command.

“Very respectfully, yours,

“WM. M. HATCH.

“S. I. KIMBALL,

“General Superintendent, Washington, D. C.”

June 18.—The keeper and one of the crew of the Manistee Station, (Eleventh District,) Lake Michigan, at about 8 o'clock in the evening, went off to the assistance of a man in a small sloop, who was making efforts to reach the harbor entrance, but, not understanding the management of a sail-boat, and having no oars, there were slight prospects of his gaining the land. One of the life-saving men boarded the craft and sailed it safely into port.

June 19.—While Mr. George G. Warren was fishing from the east pier, near the Oswego Station, (Ninth District,) Lake Ontario, at about half-past 9 o'clock in the morning, his little daughter, Mattie, playing close by, stumbled and fell into the lake. Fortunately Keeper John Blackburn, who was a short distance away, saw the accident, and with-

out a moment's hesitation rushed to the spot, plunged into the water, and brought the child out unharmed. Had it not been for this prompt action she would doubtless have drowned. Dry clothing was provided for her at the station from the supplies donated by the Women's National Relief Association, and she was kindly cared for until conveyed to her home. A letter was afterwards received from the grateful parents by the General Superintendent, warmly commending the performance of the keeper, of which the following is an extract :

"We find it a great pleasure as well as our duty to report to you the heroic conduct of Capt. John Blackburn, keeper of the Oswego Life-Saving Station, in rescuing from drowning our little daughter Mattie May, aged six years. Too much praise cannot be given him for his heroism and bravery in exposing his own life to save that of our child, and we desire to express our gratitude not alone to him, but to a Government which has organized and is carrying forward such a humane and Christian institution as the Life-Saving Service."

June 19.—Between 12 and 1 o'clock in the day a small boy fell from a dredge that was moored up the river a short distance from the Fairport Station, (Ninth District,) Lake Erie, and was drowned. The life-saving crew were notified of the accident, and succeeded in recovering the body an hour afterwards. Strenuous efforts were made to restore life, but without success, and the remains were put on board a tug and taken to Cleveland.

June 19.—At about 8 o'clock in the morning the keeper of the Cape Disappointment Station, (Twelfth District,) Washington Territory, received word from a soldier of the garrison of Fort Canby, (First United States Artillery,) who had been out on the Head, that there was a capsized fishing-boat, with a man clinging to the bottom, just outside, less than a mile from the station. The house being closed for the season and all the crew but the keeper off duty, the latter hastily collected a crew of volunteers to man the surf-boat and set out; the six oarsmen, comprising two surfmen, old members of the crew, two soldiers of the garrison—Corporal E. W. Sterling and Private G. Gunderson—the post-trader, Mr. C. B. Allen, and a fisherman from Ilwaco named Farrer. The party got away at about half-past 8. The previous day had been stormy and there was a rough sea setting in from the outside, which half filled the boat several times, and the men had the utmost difficulty in reaching the scene of disaster, so that when they did arrive three-quarters of an hour later the man had been swept away and drowned. The boat's crew made diligent search for nearly an hour in the hope of finding him, but without success. It was subsequently learned that there had been two men in the fishing-boat, so that one must have been lost soon after it upset. The matter was promptly investigated, but nothing further than the above facts could be elicited, the accident having probably occurred soon after 5 o'clock, before people on the cape were stirring, at about the turn of the tide; it being frequently the case in that locality at such times that with the incoming of the flood the sea suddenly rises in a most alarming manner and sweeps everything before it. It was impossible to even learn the names of the two men at Astoria, Oregon, some miles away on the opposite side of the river, where they belonged, as two other fishing-boats from that place were capsized off the Columbia River bar and their occupants lost at about the same time, thus rendering it impossible to determine which particular boat this was. The sea was so confused and ugly when the surf-boat reached the spot that there was the greatest danger of its being dashed violently on the rocks. Had such a thing happened some, if

not all, of the rescuing party would also have been lost. As it was, they found it impossible to pull back around the cape, and were obliged for their own safety to watch a favorable opportunity and beach the boat near the scene of the disaster and leave it there until the sea was smooth enough to return it to the station.

June 20.—At a quarter to 10 o'clock in the morning the British steamship *Miranda*, of Liverpool, England, stranded off Point Judith, coast of Rhode Island, three hundred yards from the beach, and little more than a quarter of a mile to the southward of Point Judith Station, (Third District.) The weather was clear, with a light southwest breeze. The active season having closed on April 30th the life-saving crew had been disbanded and were off duty for the summer. The keeper, however, discovered the vessel a few minutes after she struck, and quickly burned a Coston signal. He then, with as little delay as possible, launched a small boat which was kept a short distance from the station, and pulled out alongside of her. She was from New York, laden with a miscellaneous cargo, for ports in Nova Scotia and Newfoundland, and had on board seventy people, including forty passengers. The accident was due to an error in judging the distance the ship was running from the land, the proximity thereto being overestimated. As there was no immediate prospect of her getting off, the keeper assisted to land the passengers, with their baggage, and by sunrise all were safely ashore. They were at once taken to the station, where warm coffee and food were furnished by the keeper's wife, and fresh milk was obtained for the children from a neighboring farm-house. Most of the party left in the forenoon for Narragansett Pier, while others remained at the station during the day. Several elderly ladies, who were much exhausted, were given cordials from the medicine chest. While there is a telegraphic instrument kept at Point Judith no one is regularly employed on it, and the keeper, who is an expert operator, rendered valuable service to the captain and passengers by transmitting and receiving messages for them over the wires. A wrecking company was finally contracted with to save the vessel and cargo. On the 23d the wind increased to a gale from the southeast and a heavy surf made up. Meantime several surfmen had been notified to assemble in case of an unfavorable change in the weather, and were promptly on hand to help transfer the valuables belonging to the steamer ashore. At 6 in the evening the captain, in order to keep her steady, flooded all the compartments in the hold except one, and with his crew and their personal effects, abandoned the vessel. The people, numbering thirty, under the direction of the keeper, landed through the surf in two of the ship's boats, and were conducted to the station, where supper was served and temporary beds were made for them on the floor. Everything was done to contribute to their comfort. The following day (24th,) an ugly sea was running and the captain was anxious to flood the remaining compartment so as to prevent the vessel from pounding on the bottom. Accordingly the surfmen procured a yoke of oxen and transported the lifeboat to a point a mile west of the station, where it was successfully launched and the captain and ship's carpenter were put safely on board. After performing their errand they were brought back. At noon eighteen of the crew left by rail for New York, receiving free passage on a certificate furnished by the keeper. The rest staid until the 27th, when the steamer was floated and towed to Newport, Rhode Island. The following extracts are from a letter under date of July 16th, subse-

quently received by the General Superintendent from Captain Edward Bindon, of the *Miranda*:

* * * * "I received such valuable assistance from Keeper H. M. Knowles, of the Point Judith Life-Saving Station, that I desire to return thanks from myself and crew for the services rendered. Within half an hour after my ship went ashore Keeper Knowles notified me personally that he was ready to render me every assistance. I proceeded to land my passengers, forty in number, and he piloted my boats to a safe landing through the heavy breakers without accident. * * * * On the 23d I abandoned the steamer, a heavy southeast gale blowing at the time, and the keeper took the crew ashore and attended to our wants. He was most courteous in putting me on board and taking me ashore while a very heavy and dangerous sea was running. I am sure had it not been for Keeper Knowles some accident might have occurred in landing the passengers, as the beach is a difficult and dangerous one to approach without the guide of a competent pilot. * * * * The surfmen were unceasing in their efforts to aid in saving the ship and cargo, and were unremitting in their attentions to the passengers and crew, working hard to do all that was needed. * * * * I feel it is my duty to place our testimony to these facts on record."

June 20.—At half-past 11 o'clock in the morning the sloop-yacht *Ella*, of Oswego, New York, arrived off Salmon Creek and signaled for a pilot. The station of the latter name, (Ninth District,) Lake Ontario, had been destroyed by fire several months previous, but the keeper, who still remained on duty, put off to the vessel and brought her safely into the creek alongside of the pier. He then sounded out the channel, and placed buoys on the bar so that the craft could work off shore at pleasure.

June 20.—The lookout of the Kenosha Station, (Eleventh District,) Lake Michigan, in the afternoon of this date put off in his skiff and rescued a drunken man from drowning just south of the harbor piers. He was found hanging helplessly over the side of a nearly submerged boat, and had it not been for the prompt action of the surfman would soon have tumbled out and probably lost his life.

June 21.—In the afternoon of this date the schooner *Willie Ann*, of Brashear, Louisiana, arrived off the bar near the Brazos Station, (Eighth District,) coast of Texas, and, wishing to enter the pass, set a flag for a pilot. Some of the pilots being sick and the others absent at the time, the keeper was requested to hoist the range signals, which he did. The vessel still remaining outside, and the weather threatening, the keeper went off and brought her in at the captain's risk, and anchored her safely at the quarantine station.

June 21.—On this date the crew of the Chicago Station, (Eleventh District,) Lake Michigan, picked up the body of a drowned man found floating in the basin, and delivered it to the city authorities.

June 22.—At about 9 o'clock at night the people residing in the vicinity of the Hunniwell's Beach Station, (First District,) coast of Maine, were attracted by cries for help coming from the direction of the beach. Quite a crowd gathered along the shore, and it was soon found that a small sloop had stranded on Wood Island bar, an eighth of a mile southeast of the station, and the incoming seas had filled her. The two young men in charge were greatly alarmed at their situation, and overcome with fear and apprehension for the safety of their craft. The boat's name was *Ouina*, and she was on a pleasure cruise from Harpswell, Maine. The life-saving station being closed for the

summer, the keeper mustered a volunteer crew and went off to her in a dory. She was found in a bad plight, full of water, oars broken, and the surf washing over her, as she lay broadside to the sea. The beachmen succeeded in bailing her out and getting her afloat, and afterwards moored her securely alongside of a wharf. The two young men were taken to the station and sheltered for the night. The following day they resumed their trip, being provided with dry clothing (which was subsequently returned) from the supplies donated by the Women's National Relief Association. They were very grateful for the assistance rendered and the kindness shown by the life-saving crew.

June 22.—At about 10 o'clock at night, during rainy weather, while the three-masted schooner *Lizzie A. Law*, of Chicago, Illinois, bound home with a cargo of coal and a crew of nine men, was being taken out of the harbor at Erie, Pennsylvania, by a tug, the latter failed to hold her up against a fresh northeast wind and head sea, and the vessel drifted on the south bank of the channel, a quarter of a mile southeast of the Erie Station, (Ninth District,) Lake Erie. The surfmen at once went to her assistance and ran a hawser from the craft to the north pier, after which they helped the crew to man the capstans. They worked steadily for three hours, when she floated off without damage and the tug towed her into the lake.

June 22.—The twelve-year-old son of the city marshal of Ludington was drowned at about 7 o'clock in the evening while bathing in Pere Marquette Lake. The crew of the Ludington Station, (Eleventh District,) Lake Michigan, dragged for the missing body until 2 o'clock the following morning, but their efforts were unsuccessful, it being recovered later in the day by other parties.

June 23.—On this date the crew of the Point aux Barques Station, (Tenth District,) Lake Huron, recovered a rafting chain which had been lost in the lake from a craft that stranded the previous season. It was returned to the owners in Marysville, Michigan.

June 23.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, on this date, recovered the body of a drowned man found afloat in the harbor, and delivered it to the proper authorities.

June 23.—The surf-boat belonging to the Cape Disappointment Station, (Twelfth District,) Washington Territory, was launched by the keeper and a volunteer crew (the station being closed for the summer), and a diligent search made for the bodies of a number of fishermen who were lost in the gale of the 18th. The rocks and caves were carefully examined for a distance of three miles to the northward. Returning they found two bodies washed ashore, one of which, being past recognition, was buried on the beach by the coroner. The other, identified as that of Thomas Lawson, was kept in the boat-house over night, and the following day taken to Astoria, Oregon, for interment.

June 24.—A man who was fishing from one of the piers projecting out from the bulkhead in front of the Coney Island Station, (Third District,) New York, fell into the water and was saved from drowning by an employé of the Manhattan Beach Hotel, who happened to be near by at the time of the accident. The man was brought to the station, where the keeper attended to his wants and made him comfortable.

June 24.—Information was received by the keeper of the Charlotte Station, (Ninth District,) Lake Ontario, that a satchel and hat had been found on the wharf near by, and it was supposed that the young man to whom the articles belonged was drowned. The surfmen at once commenced to drag the river and in a short time recovered the missing

body. Papers found in the clothing indicated that the man was Frank Lockerty, of Belleville, Ontario. The coroner was duly notified and took charge of the remains.

June 24.—Receiving information that a thirteen-year-old boy had fallen from the wharf at the foot of Twentieth street, the previous day, and drowned, three of the surfmen of the Chicago Station, (Eleventh District,) Lake Michigan, proceeded to the spot in skiffs and, after sweeping in the vicinity for about an hour, recovered the missing body and delivered it to the grateful parents.

June 25.—At half-past 10 o'clock at night of the 24th, during a dense fog and stormy easterly weather, the Danish brigantine *James T. Abbott*, of Saint Thomas, West Indies, struck the outer bar, about a mile and a half to the westward of the Georgica Station, (Third District,) Long Island, New York, and at high water pounded over the shoal and went well up on the beach. The ship's company got ashore without trouble, and were found at 4 o'clock of the 25th by the keeper of the station, who had gone out on patrol early in the morning, as was his usual custom in thick weather. As the active season had closed nearly two months previous the regular life-saving force were off duty for the summer. The vessel had a cargo of salt, and was from Turk's Island, West Indies, bound for Vineyard Haven, Massachusetts, and carried eight men, besides having the owner on board as a passenger. The latter was directed to a farm-house near by, where he obtained dry clothing, and was provided with a conveyance to the nearest railroad station, whence he proceeded at once to New York. The brig's people were conducted to the station, and their wants attended to. A warm breakfast was speedily prepared for them by the keeper's wife. During the forenoon a volunteer crew of surfmen were called together to render what assistance might be found necessary, and as it was learned that some dutiable goods were on board, the keeper went to the wreck and took charge. Later in the day a number packages containing cigars came ashore in a somewhat damaged condition and were saved by the men and taken to the station. They were subsequently shipped by the customs inspector to New York. The castaways were fed and sheltered for two days. The brigantine soon went to pieces, and with the cargo became a total loss.

June 25.—At 6 o'clock in the morning the keeper of the Gull Shoal Station, (Sixth District,) coast of North Carolina, discovered a small schooner, the *Vennor*, of Elizabeth City, North Carolina, ashore in Pamlico Sound, about three miles to the southward and westward of the station. His crew being off duty for the summer, he proceeded to her at once with a man named Gray, who was at the station, and after assisting in removing the cargo to lighten her and heaving on the anchor which had been carried out, she was got safely afloat soon after noon without damage. The vessel had come from Elizabeth City with lumber and groceries for parties at Kinnakeet and there were five men on board of her. The keeper of the Little Kinnakeet Station boarded her subsequently with four of his men, but they were too late to be of service.

June 25.—The day-watch at the Louisville Station, (Ninth District,) Kentucky, just before 1 o'clock in the afternoon, observed a small sail-boat, with a single occupant, capsizе above the cross-dam of the falls. He alarmed the crew, who speedily put off to the rescue, lifted the man out of the water, righted the craft and towed it safely ashore.

June 26.—At about 1 o'clock in the afternoon, while a fresh breeze was blowing from the southwest, two boys hired a boat and rowed out

on the lake opposite Charlotte, New York. When they had gone about a quarter of a mile from the beach they turned back, but were unable to make any headway against the strong wind, and, in spite of their efforts, kept drifting further from the land. Two surfmen of the Charlotte Station, (Ninth District,) Lake Ontario, who witnessed their plight, went off in the dingey and towed them ashore.

June 26.—At about half-past 11 o'clock in the morning of this date the lookout of the Louisville Station, (Ninth District,) Kentucky, reported that the steam-yacht *Arrow*, of Louisville, Kentucky, bound for Arctic Springs, Indiana, with a large party of excursionists, had become unmanageable and was in imminent danger near the falls. The life-saving crew at once manned their boat and pulled out to the assistance of the craft, which they found helplessly adrift with her rudder broken. They towed her alongside of a barge, and transferred those on board, consisting of forty men, women, and children, safely ashore. Afterwards the station men took the yacht to a secure berth.

June 26.—The crew of the Louisville Station, (Ninth District,) Kentucky, shortly before noon of this date, went out and took a man from a fuel flat that had broken adrift from the tow of the steamer *John F. Walton*, and was in danger of going over the falls. The timely arrival of the boatmen saved the man, who was badly frightened, from leaping into the river.

June 26.—Shortly before 10 o'clock in the morning the large steam-propeller *Iron Duke*, of Detroit, Michigan, bound from Milwaukee, Wisconsin, to Buffalo, New York, with a cargo of wheat, and twenty-three persons on board, stranded in a thick fog a half mile southwest of the Point Betsy Station, (Eleventh District,) Lake Michigan. The life-saving crew reached her in the surf-boat ten minutes after she struck. The vessel had a schooner in tow, which, on being warned by the danger whistle, had cast off, sheered into deep water, and anchored. The captain of the steamer was anxious to obtain the aid of a tug, and so the surfmen rowed to Frankfort, nearly five miles distant, where one was telegraphed for. They then returned to the scene of the mishap, and after four hours of hard work, during which time a portion of the cargo was shifted, the propeller was finally floated off with the assistance of three fishing-tugs. The surfmen staid by until everything was in proper trim for the vessel to resume her voyage. The master warmly thanked them for their willing and efficient services.

June 26.—The keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, at 11 o'clock in the morning, was notified that a man while working on a mud-scow had fallen overboard and been drowned in the river, about three-quarters of a mile from the station. The life-saving crew proceeded to the scene, and, after dragging awhile, succeeded in recovering the body, which was duly turned over to the coroner. As the man had been in the water for at least an hour, of course any attempt to restore life must have proved ineffectual.

June 27-29.—On the 26th the steamer *John F. Walton*, bound from Pittsburgh, Pennsylvania, to Saint Louis, Missouri, parted her lines and stranded her tow of eight coal-barges on the rocks above the cross-dam of the falls, a short distance from the Louisville Station, (Ninth District,) Louisville, Kentucky. The life-saving crew on the three succeeding days (27th, 28th, and 29th,) laid out anchors and ran hawsers, and assisted two harbor-boats in attempts to get one of the barges clear. All efforts to free the crafts proving futile, a wrecking company commenced operations on July 8th, and subsequently floated them in a damaged condition, saving about three-quarters of their cargoes.

June 27.—At 5 o'clock in the evening, during a fresh northwest wind, the lookout of the Saint Joseph Station, (Eleventh District,) Lake Michigan, saw the pleasure sloop *Maude*, containing three men, capsized, while going in stays, a half mile southwest of the station. Several of the surfmen quickly put off to the rescue, but the imperiled party were picked up by a fishing-boat, which happened to be near them, before the life-savers reached the scene. The latter, however, righted the sloop and towed it ashore, where it was turned over to the owners, who were very thankful for its recovery.

June 28.—Shortly before 1 o'clock in the afternoon, the schooner *Golden Rule*, of Oastine, Maine, while on her way from Boston, Massachusetts, to Calais, Maine, with a general cargo, and five persons on board, including two passengers, struck on Lark Ledges, about three miles northeastward of the White Head Station, (First District,) coast of Maine. The station being closed for the summer and the regular crew off duty, the keeper, with two surfmen, boarded the craft at 2 o'clock. They assisted to run out a kedge, and, on the flood tide, hove her clear of the rocks. No sooner had this been done than the wind commenced to blow fresh from the southwest and the schooner dragged her anchor and was driven, for the second time, on the ledges. The station men again carried out her kedge, with a long scope of hawser, and succeeded, after vigorous efforts, in heaving her afloat. They then helped to hoist her sails and to work her into Muscle Ridge Channel, where she was left to continue her voyage.

June 29.—Early in the morning the crew of the Manistee Station, (Eleventh District,) Lake Michigan, after dragging in the river, at a point a half mile east of the station, recovered the body of a little boy that was drowned the day before, and turned it over to the parents.

June 30.—In the afternoon of this date, and on several previous occasions, the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, assisted the owners of the schooner *Orphan Boy*, which foundered in the lake the latter part of the preceding December, in saving and caring for the wreckage and cargo of the vessel, that were scattered along shore for a distance of some ten miles. The following letter regarding the services rendered was received at the office of the General Superintendent:

“SAINT IGNACE, MICHIGAN, *July 5, 1886.*

“DEAR SIR: While at Point au Sable recently, looking after the wreckage of the schooner *Orphan Boy*, I was rendered very great assistance by the keeper and crew of the life-saving station at that place, and I take great pleasure in testifying my appreciation of the uniform kindness, courtesy, and obliging manner of Keeper James Flynn and crew, and their willingness to do all in their power to aid me.

“Respectfully, yours,

“C. T. BENNETT.

“HON. S. I. KIMBALL,

“*General Superintendent U. S. Life-Saving Service,*
“*Washington, D. C.*”

TABLE OF CASUALTIES

WITHIN THE FIELD OF OPERATIONS OF THE LIFE-SAVING SERVICE.

SEASON OF 1885-'86.

LIFE-SAVING SERVICE.—TABLE OF

DISTRICT No. 1.—EMBRACING COASTS

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|----------|---|--------------------|--|--------------|----------|
| 1885. | | | | | |
| July 7 | Bar Beach, Little Cranberry Island. | Cranberry Isles... | Sail-boat..... | | |
| July 10 | Wormell's Ledge, Quoddy Bay. | Quoddy Head..... | Sail-boat, Grand Manan, N. B. | | |
| July 11 | Seal Harbor..... | White Head..... | So. Connecticut, Bangor, Me. | Smith..... | 99 |
| Aug. 14 | Wheeler's Bay..... | do..... | Bk ne. Franc Lam-birth,* Boston, Mass. | West..... | 489 |
| Aug. 15 | Dogfish Ledges..... | Cross Island..... | So. Mary, Lubec, Me. | | |
| Aug. 20 | Ledge near Beal's Island.. | Crumple Island... | So. Maggie W., Jonesport, Me. | | |
| Aug. 23 | Wood Island Bar..... | Hunniwell's Beach | So. Maggie, Windsor, N. S. | McClellan. | 66 |
| Aug. 26 | Sawyer's Cove, Moos-a-bee Beach. | Crumple Island... | So. Banner, Machias, Me. | Alley..... | 18 |
| Aug. 27 | Six miles west-northwest of station. | do..... | So. B. W. Brown, Mill-bridge, Me. | Tracey..... | |
| Sept. 2 | Southern Island Reef..... | White Head..... | So. Osseo, Saint John, N. B. | Haley..... | 96 |
| Sept. 5 | East Bunker's Ledge..... | Cranberry Isles... | So. Clara Jane, Lubec, Me. | Allen..... | 125 |
| Sept. 9 | Middle Ground, Quoddy Bay. | Quoddy Head..... | So. Flora E., Truro, N. S. | Elliott..... | 80 |
| Sept. 9 | Long Ledge, Seal Harbor.. | White Head..... | So. Empire, Belfast, Me. | Pearce..... | 83 |
| Sept. 10 | Winter Harbor..... | Fletcher's Neck.. | So. Maggie Power, Portland, Me. | Dodd..... | 61 |
| Sept. 21 | Munroe Island..... | White Head..... | So. Manantico, Philadelphia, Pa. | Cullen..... | 94 |
| Sept. 23 | Sperlin's Cove..... | Cranberry Isles... | So. Relief, Ellsworth, Me. | Sperlin... | 10 |
| Oct. 4 | One-half mile south of station. | Cross Island..... | Bk. Arda, † Dublin, Ireland. | Kearon... | 393 |
| Oct. 4 | Near Brown's Ledges..... | White Head..... | So. Union, † Ellsworth, Me. | Reed..... | 121 |
| Oct. 7 | Dansbury's Reef..... | Fletcher's Neck.. | So. Lizzie J. Clark, Camden, Me. | Robins... | 49 |
| Oct. 14 | One-quarter of a mile north of station. | Crumple Island... | Yht. (no name), † Jonesport, Me. | | |
| Oct. 17 | North Sugar Loaf..... | Hunniwell's Beach | So. Northern Light, Bath, Me. | Johnson... | 38 |
| Oct. 29 | Odiorne's Point..... | Rye Beach..... | So. Express, Ellsworth, Me. | Rich..... | 93 |
| Oct. 31 | One-half mile east-northeast of station. | White Head..... | Sail-boat..... | | |
| Nov. 13 | Little Cranberry Island, 500 yards east-northeast of station. | Cranberry Isles... | So. Kaalie, Saint John, N. B. | Williams. | 124 |
| Nov. 15 | Near Brown's Island Reef. | White Head..... | Sl. Nora, † Bath, Me. | | |
| Nov. 20 | Ledge, 5 miles northeast of station. | do..... | So. Carrie May, South Thomaston, Me. | Elwell..... | 35 |
| Nov. 27 | Near Graves' Point, 5 miles northeast of station. | do..... | So. Carrie May, † South Thomaston, Me. | do..... | 35 |
| Nov. 27 | Allen's Ledge, Seal Harbor. | do..... | So. Para, Machias, Me. | Colbeth... | 115 |
| Dec. 5 | Middle Ground, Quoddy Bay. | Quoddy Head..... | So. Cecelia, Farrisboro', N. S. | Benjamin. | 79 |
| Dec. 5 | Sagadahoc Bay, 1 mile east by north of station. | Hunniwell's Beach | Sl. Corinna, Gardiner, Me. | Lewis..... | 27 |
| Dec. 9 | Middle Ground, Quoddy Bay. | Quoddy Head..... | So. D'olphin, New York. | Grover..... | 113 |

*In dangerous position, from which life-saving crew and revenue-cutter Woodbury extricated her, thereby saving her from destruction.

† No one on board.

‡ Extricated from dangerous position and saved from destruction or serious damage.

CASUALTIES, SEASON OF 1885-'86.

OF MAINE AND NEW HAMPSHIRE.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|-------------------|----------------------------|---------------------------|--------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Goldsborough, Me., to Bar Harbor, Me. | | \$400 | | \$400 | \$400 | | 1 | 1 | | | |
| Saint Andrews, N. B., to Grand Manan, N. B. | Cedar sleepers. | 300 | \$30 | 330 | 330 | | 2 | 2 | | | |
| Bangor, Me., to Boston, Mass. | Lumber | 1,200 | 1,800 | 3,000 | 2,960 | \$40 | 4 | 4 | | | |
| Boston, Mass., to Bangor, Me. | | 20,000 | | 20,000 | 20,000 | | 13 | 13 | | | |
| Jonesport, Me., to Lubec, Me. | Fish | 200 | 50 | 250 | 225 | 25 | 2 | 2 | | | |
| Jonesport, Me., fishing. | | 150 | | 150 | 125 | 25 | 3 | 3 | | | |
| Walton, N. S., to Boston, Mass. | Plaster | 1,600 | 250 | 1,850 | | 1,850 | 5 | 5 | | 5 | 20 |
| | | 400 | | 400 | 400 | | (f) | | | | |
| Great Wass Island, Me., to Millbridge, Me. | | 800 | | 800 | 675 | 125 | 3 | 3 | | | |
| Saint John, N. B., to Boston, Mass. | Lumber | 1,200 | 2,700 | 3,900 | 3,870 | 30 | 5 | 5 | | | |
| Eastport, Me., to New York. | Plaster and fish. | 3,000 | 4,000 | 7,000 | 5,800 | 1,200 | 6 | 6 | | | |
| Economy, N. S., to Boston, Mass. | Lumber and wood. | 3,000 | 800 | 3,800 | 3,800 | | 7 | 7 | | | |
| Bangor, Me., to Boston, Mass. | Lumber | 1,500 | 1,800 | 3,300 | 2,950 | 350 | 3 | 3 | | 2 | 2 |
| Portland, Me., fishing. | Barrels | 1,500 | 200 | 1,700 | 1,700 | | 14 | 14 | | | |
| Rockland, Me., to Saint George, Me. | | 7,000 | | 7,000 | 6,960 | 40 | 4 | 4 | | | |
| Fishing | | 400 | | 400 | 300 | 100 | 3 | 3 | | | |
| Bowling, Scotland, to Saint John, N. B. | Coal | 10,000 | 200 | 10,200 | 10,200 | | 9 | 9 | | | |
| Boston, Mass., to Tremont, Me. | General | 4,000 | 300 | 4,300 | 4,300 | | 5 | 5 | | | |
| Rockport, Me., to Boston, Mass. | Lime | 3,000 | 700 | 3,700 | 3,600 | 100 | 2 | 2 | | | |
| Jonesport, Me., to Crumple Island, Me. | | 300 | | 300 | 300 | | 3 | 3 | | 3 | 3 |
| Phippsburg Centre, Me., to Portland, Me. | Wood | 1,000 | 150 | 1,150 | 1,150 | | 2 | 2 | | | |
| South Amboy, N. J., to Machias, Me. | Coal | 3,400 | 800 | 4,200 | 200 | 4,000 | 3 | 3 | | | |
| From White Head, Me. | | 75 | | 75 | 75 | | (f) | | | | |
| Saint John, N. B., to New York. | Laths | 6,000 | 1,500 | 7,500 | 7,050 | 450 | 5 | 5 | | 5 | 5 |
| Bath, Me. to Bucksport, Me. | | 200 | | 200 | 200 | | 2 | 2 | | | |
| Saint George, Me., to South Thomaston, Me. | | 4,000 | | 4,000 | 4,000 | | 3 | 3 | | | |
| South Thomaston, Me., to Portland, Me. | Granite | 4,000 | 4,450 | 8,450 | 8,450 | | 3 | 3 | | | |
| Machias, Me., to Boston, Mass. | Lumber | 1,200 | 1,000 | 2,200 | 2,200 | | 5 | 5 | | | |
| Boston, Mass., to Canning, N. S. | Flour | 1,500 | 2,500 | 4,000 | 4,000 | | 4 | 4 | | | |
| Portland, Me., to Bath, Me. | Iron | 1,800 | 1,500 | 3,300 | 1,775 | 1,525 | 3 | 3 | | | |
| Bridgeport, Conn., to Calais, Me. | | 3,000 | | 3,000 | 3,000 | | 5 | 5 | | | |

§ In dangerous position, from which life-saving crew extricated her, thereby saving her from destruction.

DISTRICT No. 1.—EMBRACING COASTS

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|--------------------|---|----------------|----------|
| 1885. | | | | | |
| Dec. 18 | Long Lodge, Seal Harbor. | White Head | Sc. Victory, Ellaworth, Mc. | Milliken.. | 113 |
| Dec. 24 | Muscle Ridge Channel, 4 miles northeast of station. |do | Sl. Princess, Damariscotta, Me. | McFarlan. | 25 |
| Dec. 25 | Wormell's Ledge, Quoddy Bay. | Quoddy Head..... | Sc. Arianna, Saint John, N. B. | Gale | 163 |
| Dec. 27 | Green Point, Quoddy Bay.. |do | Sc. Sea Flower, Parraboro', N. S. | More | 48 |
| 1886. | | | | | |
| Jan. 5 | Duck Ledge, 1 mile north-northeast of station. | Quoddy Head..... | Sc. Mary Adelaide, Eastport, Me. | Cassidy... | 33 |
| Jan. 9 | Quoddy Bay, 1 mile north-west of station. |do | Sc. Billow, Saint Andrews, N. B. | Justerson. | 54 |
| Jan. 9 | Woodward's Point, 2 miles west-northwest of station. |do | Sc. Cornelia, * Machias, Me. | Mitchell.. | 55 |
| Jan. 9 | Allen's Point, $\frac{3}{4}$ of a mile southwest of station. |do | Sc. Freddie D., Saint John, N. B. | Janece | 90 |
| Jan. 9 | Near Duck Ledge, Quoddy Bay. |do | Sc. Alabama, Calais, Me. | Warr | 110 |
| Jan. 9 | Basin Bar, Quoddy Bay.... |do | Sc. Myrtle Parly, Saint John, N. B. | Elsworth.. | 85 |
| Jan. 9 | Long Ledge, Great Cranberry Island. | Cranberry Isles... | Sc. Graupus, Ellsworth, Me. | Gordon... | 60 |
| Jan. 9 | Wheeler's Bay | White Head..... | Sl. Little Tomp, Saint George, Me. | ..... | ..... |
| Jan. 11 | Crowell's Ledge, Quoddy Bay. | Quoddy Head..... | Sc. Alveita, Saint John, N. B. | ..... | ..... |
| Feb. 26 |do |do | Sc. Hattie, Deer Isle, Me. | Low | 170 |
| Feb. 27 | West side of Long Ledge, Great Cranberry Island. | Cranberry Isles... | Sc. Quivet, Portland, Me. | Rice | 71 |
| Mar. 4 | One-third of a mile southeast of station. | Fletcher's Neck.. | Sc. Annie T. Bailey, Gardiner, Me. | Marston.. | 449 |
| Mar. 27 | Allen's Ledge, Seal Harbor. | White Head..... | Sc. Maud W., Chat-ham, N. B. | Kingston.. | 82 |
| Mar. 31 | Foss Ledges | Rye Beach | Sc. Nettie Adams, Marblehead, Mass. | Gannon... | 25 |
| Apr. 6 | Burnt Island Ledge | White Head..... | Sc. Flora E., Truro, N. S. | Elliott.... | 80 |
| Apr. 7 | Seven miles east of station. | Cross Island..... | Sc. George B. Soues, Calais, Me. | Doyle | 118 |
| Apr. 15 | Quoddy Bay near Wormell's Ledge. | Quoddy Head..... | Sc. Maud C., Saint John, N. B. | Patterson.. | 194 |
| Apr. 21 | One hundred and forty yards southwest of station. | White Head..... | Sc. Julia S. Saint John, N. B. | French.... | 83 |
| Apr. 26 | Lobster Rocks | Fletcher's Neck.. | Sail-boat ..... | ..... | ..... |
| Apr. 28 | Wormell's Ledge, Quoddy Bay. | Quoddy Head..... | Sl. Quoddy Queen, Grand Manan, N. B. | ..... | ..... |
| May 1 | Six hundred yards north-west of station. | White Head..... | Sloop, Booth Bay, Me. | ..... | ..... |
| May 3 | Duck Ledges, Moos-a-bee Reach. | Crumple Island... | Sc. Ned P. Walker, Vinal Haven, Me. | Dobbin... 98 | |
| May 3 | East side, Baker's Island Bar. | Cranberry Isles.. | Sc. Buena Vista, Wiscasset, Me. | Lockhart.. | 48 |
| May 8 | Long Ledge, Seal Harbor.. | White Head..... | Sc. Lewis H. Smith, Bucksport, Me. | Leach | 52 |
| June 3 | Southeast point, Little Cranberry Island. | Cranberry Isles.. | Sc. Sea Foam, Saint John, N. B. | Nichols... 69 | |
| June 6 | Seal Harbor | White Head..... | Sc. D. K. Arey, Winterport, Me. | Galliver... 76 | |
| June 13 | Ledge near Hardwood Island, Moos-a-bee Reach. | Crumple Island... | Sc. Pavilion, Vinal Haven, Me. | Look | 42 |
| June 17 | Near Red Ledge, 1 mile west of station. | White Head..... | Sc. Francis R. Baird, Philadelphia, Pa. | Grace | 343 |

* No assistance by live-saving crew.

casualties, season of 1885-'86—Continued.

OF MAINE AND NEW HAMPSHIRE—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|---------------------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Ellsworth, Me., to Providence, R. I. | Lumber..... | \$1,500 | \$1,200 | \$2,700 | \$2,450 | \$250 | 6 | 6 | ..... | ..... | ..... |
| Rockland, Me., to Bristol, Me. | ..... | 1,200 | ..... | 1,200 | 1,100 | 100 | 2 | 2 | ..... | ..... | ..... |
| New York to Saint John, N. B. | Coal..... | 3,000 | 375 | 3,375 | 3,375 | ..... | 6 | 6 | ..... | ..... | ..... |
| Parrsboro', N. S., to Boston, Mass. | Ship-knees.. | 1,000 | 1,500 | 2,500 | 1,175 | 1,325 | 5 | 5 | ..... | 5 | 10 |
| From Eastport, Me... | ..... | 600 | ..... | 600 | ..... | 600 | 3 | 3 | ..... | ..... | ..... |
| Rockland, Me., to Beaver Harbor, N. B. | ..... | 1,500 | ..... | 1,500 | 1,300 | 200 | 3 | 3 | ..... | ..... | ..... |
| Lubec, Me., to Rockland, Me. | Wood..... | 2,000 | 35 | 2,035 | 25 | 2,010 | 3 | 3 | ..... | ..... | ..... |
| New York to Saint John, N. B. | Coal..... | 4,000 | 750 | 4,750 | 45 | 4,705 | 4 | 4 | ..... | 4 | 11 |
| Salem, Mass., to Calais, Me. | ..... | 3,000 | ..... | 3,000 | 3,000 | ..... | 5 | 5 | ..... | ..... | ..... |
| Boston, Mass., to Saint John, N. B. | ..... | 3,500 | ..... | 3,500 | 3,300 | 200 | 4 | 3 | 1 | ..... | ..... |
| Franklin, Me., to Rockland, Me. | Staves..... | 500 | 900 | 1,400 | 500 | 900 | 4 | 4 | ..... | ..... | ..... |
| ..... | ..... | 65 | ..... | 65 | 65 | ..... | 2 | 2 | ..... | ..... | ..... |
| Grand Manan, N. B., to Eastport, Me. | Fish..... | 200 | 90 | 290 | 290 | ..... | 3 | 3 | ..... | ..... | ..... |
| Deer Isle, Me., to Eastport, Me. | ..... | 3,000 | ..... | 3,000 | 1,000 | 2,000 | 5 | 5 | ..... | 5 | 20 |
| Eastport, Me., to Portland, Me. | ..... | 1,500 | ..... | 1,500 | 1,450 | 50 | 3 | 3 | ..... | ..... | ..... |
| Salem, Mass., to Booth Bay, Me. | ..... | 20,000 | ..... | 20,000 | 18,000 | 2,000 | 7 | 7 | ..... | ..... | ..... |
| Saint John, N. B., to Boston, Mass. | Laths..... | 2,500 | 1,500 | 4,000 | 4,000 | ..... | 4 | 4 | ..... | ..... | ..... |
| Cape Ann, Mass., on fishing trip. | ..... | 1,200 | ..... | 1,200 | 225 | 975 | 6 | 6 | ..... | 2 | 4 |
| Five Islands, N. S., to Boston, Mass. | Wood and potatoes. | 3,000 | 400 | 3,400 | 3,090 | 310 | 4 | 4 | ..... | 4 | 12 |
| Boston, Mass., to Eastport, Me. | Coke..... | 1,800 | 375 | 2,175 | 1,100 | 1,075 | 5 | 5 | ..... | ..... | ..... |
| Shulee, N. S., to New York. | Piling..... | 3,000 | 1,200 | 4,200 | 4,200 | ..... | 6 | 6 | ..... | ..... | ..... |
| Providence, R. I., to Saint John, N. B. | ..... | 3,000 | ..... | 3,000 | 2,900 | 100 | 4 | 4 | ..... | ..... | ..... |
| Marblehead, Mass., to Mount Desert, Me. | ..... | 300 | ..... | 300 | 300 | ..... | 1 | 1 | ..... | ..... | ..... |
| Eastport, Me., to Grand Manan, N. B. | ..... | 350 | ..... | 350 | 340 | 10 | 4 | 4 | ..... | ..... | ..... |
| Deer Isle, Me., to Booth Bay, Me. | ..... | 70 | ..... | 70 | 60 | 10 | 3 | 3 | ..... | 3 | 6 |
| Dover, N. H., to Jonesborough, Me. | ..... | 4,000 | ..... | 4,000 | 3,900 | 100 | 4 | 4 | ..... | ..... | ..... |
| Eastport, Me., to Boston, Mass. | Iron and shells. | 500 | 200 | 700 | ..... | 700 | 3 | 3 | ..... | ..... | ..... |
| Castine, Me., to Boston, Mass. | Bricks..... | 800 | 300 | 1,100 | 1,100 | ..... | 3 | 3 | ..... | ..... | ..... |
| Saint John, N. B., to Thomaston, Me. | Wood..... | 1,000 | 400 | 1,400 | 1,320 | 80 | 3 | 3 | ..... | ..... | ..... |
| Bangor, Me., to Gloucester, Mass. | Bricks and barrels. | 1,000 | 2,000 | 3,000 | 3,000 | ..... | 3 | 3 | ..... | ..... | ..... |
| Vinal Haven, Me., to Jonesborough, Me. | ..... | 1,500 | ..... | 1,500 | 1,475 | 25 | 4 | 4 | ..... | ..... | ..... |
| Boston, Mass., to Rockport, Me. | ..... | 4,500 | ..... | 4,500 | 4,500 | ..... | 7 | 7 | ..... | ..... | ..... |

Life-Saving Service.—Table of

DISTRICT No. 1.—EMBRACING COASTS

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|---|-------------------------|--|-------------|----------|
| 1886 | | | | | |
| June 17 | Near Red Ledge, 1 mile west of station. | White Head | Sc. Carrie H. Spofford, Deer Isle, Me. | Scott | 80 |
| June 22 | Wood Island Bar | Hunniwell's Beach | Sl. Onina, Harpawell, Me. | ..... | ..... |
| June 28 | Lark's Ledges | White Head | Sc. Golden Rule, Swan's Island, Me. | Kent | 44 |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 2.—EMBRACING

| | | | | | |
|----------|---|--------------------|--|-------------|-------|
| 1885. | | | | | |
| July 5 | One mile north of station... | Plum Island | Sl. Henrietta, Boston, Mass. | Packard .. | 44 |
| July 5 | One-half mile north of station. | Nauset | Sc. Emma, Portland, Me. | Littlejohn | 355 |
| July 8 | Chatham Bar | Chatham | Sc. Light of the East* Ellsworth, Me. | Trenorgy .. | 137 |
| July 16 | Three miles east-south-east of station. | Monomoy | Sc. Abbie C. Stubbs, Boston, Mass. | Lewis | 345 |
| July 19 | Gurnet Beach | Gurnet | Sail-boat, Plymouth, Mass. | ..... | ..... |
| July 21 | Saquash Cove | do | Sl. Evelyn, Plymouth, Mass. | ..... | ..... |
| Aug. 7 | Chatham Bar | Chatham | Sl. Stranger,* Southampton, England. | Warren .. | 42 |
| Aug. 17 | Scituate Harbor, 3½ miles north of station. | Fourth Cliff | Sail-boat, Scituate, Mass. | ..... | ..... |
| Aug. 17 | Gurnet Beach | Gurnet | Cat-boat M. M., Boston, Mass. | ..... | ..... |
| Aug. 18 | Shovelful Shoal | Monomoy | Sc. Tantamount, Belfast, Me. | Pendleton | 190 |
| Aug. 26 | Squam Head | Coskata | Sc. Oregon, New York. | Gott | 92 |
| Sept. 4 | Brown's Island Shoals | Gurnet | Sc. yht. Celeste, Boston, Mass. | Gurney .. | ..... |
| Sept. 5 | do | do | Sc. Millie Washburne,* Provincetown, Mass. | Thompson | 74 |
| Sept. 7 | One and three-quarter miles south of station. | Chatham | Sl. Little Lottie, Chatham, Mass. | ..... | ..... |
| Sept. 8 | Two hundred yards west-southwest of station. | Gurnet | Sc. yht. Albert Mortimer, Plymouth, Mass. | ..... | ..... |
| Sept. 9 | Shoal off Gurnet Point | do | Sl. Evelyn, Plymouth, Mass. | ..... | ..... |
| Sept. 10 | Four hundred yards north of station. | Fourth Cliff | Sl. Emily, Boston, Mass. | ..... | ..... |
| Sept. 13 | South Breaker, entrance to Chatham Harbor. | Chatham | Bg. Francesca, Palermo, Italy. | Romano .. | 330 |
| Sept. 23 | Four miles north-northwest of station. | Gurnet | Sc. Savoy, Tremont, Me. | Dawes | 70 |
| Oct. 11 | Handkerchief Shoal | Monomoy | Sc. Anna E. Kranz, Boston, Mass. | Anderson .. | 682 |
| Oct. 13 | One-half mile southeast of station. | Gurnet | Seine-boats (two), Portland, Me. | ..... | ..... |
| Oct. 13 | Plum Island Beach | Plum Island | Sc. Virginia, Barnstable, Mass. | Burgess .. | 224 |
| Oct. 20 | Newburyport Bar | do | Sc. Everett Webster, Philadelphia, Pa. | Bacon | 476 |
| Oct. 24 | Two miles southwest of station. | Race Point | Sc. Maggie and Lilly,* Gloucester, Mass. | Garey | 82 |
| Oct. 28 | First Cliff, 3 miles north of station. | Fourth Cliff | Sc. Lucy Graham, Philadelphia, Pa. | Wiley | 390 |

* No assistance by life-saving crew.

casualties, season of 1885-'86—Continued.

OF MAINE AND NEW HAMPSHIRE—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|-----------------------------------|---------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Boston, Mass., to Bangor, Me. | | \$1,200 | | \$1,200 | \$1,120 | \$80 | 6 | 6 | | | |
| Harpswell, Me., on pleasure trip. | | 150 | | 150 | 150 | | 2 | 2 | | 2 | |
| Boston, Mass., to Calais, Me. | General | 800 | \$2,000 | 2,800 | 2,800 | | 5 | 5 | | | |
| | | 162,360 | 37,955 | 201,315 | 173,650 | 27,665 | 271 | 270 | 1 | 40 | 95 |

COAST OF MASSACHUSETTS.

| | | | | | | | | | | | |
|---|---------------|---------|-------|---------|---------|--------|----|----|--|----|----|
| From Newburyport, Mass. | Rocks | \$1,200 | \$130 | \$1,330 | \$1,050 | \$280 | 3 | 3 | | | |
| Portland, Me., to Philadelphia, Pa. | Ice | 6,000 | 1,000 | 7,000 | 6,700 | 300 | 7 | 7 | | | |
| Sullivan, Me., to New York. | Paving stones | 2,000 | 600 | 2,600 | 2,550 | 50 | 5 | 5 | | | |
| Boston, Mass., to New Bedford, Mass. | Pyrites | 12,000 | 1,500 | 13,500 | 12,400 | 1,100 | 9 | 9 | | | |
| Plymouth, Mass., on fishing trip. | | 45 | | 45 | | 45 | 4 | 4 | | 3 | 3 |
| Fishing trip to Plymouth, Mass. | | 200 | | 200 | 200 | | 3 | 3 | | | |
| Vineyard Haven, Mass., to Boston, Mass. | | 12,000 | | 12,000 | 12,000 | | 9 | 9 | | | |
| Adrift | | 100 | | 100 | 100 | | 4 | 4 | | | |
| From Boston, Mass. | | 150 | | 150 | 150 | | 3 | 3 | | 3 | 3 |
| Port Johnson, N. J., to Salem, Mass. | Coal | 1,000 | 1,000 | 2,000 | | 2,000 | 5 | 5 | | | |
| Bay View, Mass., to New Bedford, Mass. | Stone | 2,500 | 840 | 3,340 | 840 | 2,500 | 4 | 4 | | | |
| Brant Rock, Mass., to Plymouth, Mass. | | 300 | | 300 | 300 | | 13 | 13 | | | |
| Provincetown, Mass., on fishing trip. | | 3,000 | | 3,000 | 3,000 | | 15 | 15 | | | |
| Fishing trip to Chatham, Mass. | Fish | 300 | 15 | 315 | 200 | 115 | 2 | 2 | | 1 | 1 |
| From Plymouth, Mass. | | 100 | | 100 | 100 | | 4 | 4 | | | |
| Fishing trip to Plymouth, Mass. | | 200 | | 200 | 200 | | 4 | 4 | | | |
| Boston, Mass., on cruising trip. | | 1,500 | | 1,500 | 1,400 | 100 | 2 | 2 | | 2 | 2 |
| New York to Bangor, Me. | | 10,000 | | 10,000 | 9,000 | 1,000 | 12 | 12 | | 12 | 72 |
| Provincetown, Mass., to Boston, Mass. | Fish | 500 | 3,500 | 4,000 | 3,600 | 400 | 3 | 3 | | 3 | 3 |
| Boston, Mass., to Baltimore, Md. | | 20,000 | | 20,000 | 20,000 | | 9 | 9 | | | |
| Fishing, to Plymouth, Mass. | | 400 | | 400 | 400 | | 4 | 4 | | 2 | 2 |
| Boston, Mass., to Rockport, Mass. | | 12,000 | | 12,000 | | 12,000 | 6 | 6 | | | |
| Elizabethport, N. J., to Newburyport, Mass. | Coal | 20,000 | 2,000 | 22,000 | 22,000 | | 9 | 9 | | | |
| Gloucester, Mass., on fishing trip. | | 6,000 | | 6,000 | 6,000 | | 14 | 14 | | | |
| Hoboken, N. J., to Boston, Mass. | Coal | 8,000 | 2,400 | 10,400 | 10,200 | 200 | 2 | 2 | | | |

Life-Saving Service.—Table of

DISTRICT No. 2.—EMBRACING COAST

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|---|----------------------|--|---------------|----------|
| 1885. | | | | | |
| Nov. 28 | Shovelful Shoal..... | Monomoy..... | Sc. Moses Webster, Rockland, Me. | Rhodes... | 488 |
| Dec. 5 | Monomoy Beach..... | do..... | Sc. J. S. Lamprey,* Gloucester, Mass. | Harding.. | 306 |
| Dec. 6 | Chatham Bar..... | Chatham..... | Sc. Grecian, Catais, Me. | Wilber... | 91 |
| Dec. 9 | Two miles southwest of station. | Race Point..... | Sc. Raymond T. Maul, Somers Point, N. J. | Smith..... | 539 |
| Dec. 9 | One and a quarter miles west by south of station. | Surfside..... | Sc. Austine Locke, Shelburne, N. S. | Peters.... | 111 |
| Dec. 12 | One mile northeast by east of station. | Race Point..... | Ege. Perseverance,* New York. | ..... | 673 |
| Dec. 12 | Three and three-quarter miles southwest of station. | Cahoon's Hollow.. | Sc. Sarah Godfrey, Dorchester, N. B. | Pinkham.. | 186 |
| Dec. 13 | do..... | do..... | do..... | do..... | 186 |
| Dec. 13 | Three and a half miles south of station. | do..... | Open boat, Wellfleet, Mass. | ..... | ..... |
| Dec. 22 | Two and a half miles northeast of station. | Monomoy and Chatham. | Sc. Louisa Smith, Brooksville, Me. | Webber.. | 144 |
| 1886. | | | | | |
| Jan. 8 | One mile west-northwest of station. | Peaked Hill Bars. | Sc. Levanter, Gloucester, Mass. | Orme..... | 50 |
| Jan. 9 | One-half mile south of station. | Parinet River... | Sc. Lookout, Lubec, Me. | Whalen.. | 74 |
| Jan. 9 | Third Cliff, 1½ miles north of station. | Fourth Cliff..... | Sc. Joel Cook, Philadelphia, Pa. | Springer.. | 393 |
| Jan. 9 | One and a half miles south of station. | do..... | Sc. Isaac Carlton, Machias, Me. | Drisko.... | 455 |
| Jan. 9 | West end of Peaked Hill Bar. | Peaked Hill Bars. | Sc. Nimble, Boston, Mass. | Graves... | 65 |
| Jan. 10 | One and a half miles north-west of station. | Surfside..... | Sc. T. B. Witherspoon, Camden, Me. | Anderson.. | 364 |
| Jan. 18 | Chatham Bar..... | Chatham..... | Sc. Lexington, Machias, Me. | Priest.... | 150 |
| Jan. 31 | West end of Peaked Hill Bar. | Peaked Hill Bars. | Sc. Sophie Kranz, Boston, Mass. | Smith.... | 622 |
| Feb. 3 | South end of Third Cliff.. | Fourth Cliff..... | Sc. Mary A. Killen, Thomaston, Me. | Killen.... | 435 |
| Feb. 3 | East end of Peaked Hill Bar. | High Head..... | Sc. Laura Brown, Parraboro', N. S. | King..... | 94 |
| Feb. 10 | Plum Island Beach..... | Plum Island..... | Sc. Lizzie H. Haskell, Gloucester, Mass. | Marshall.. | 95 |
| Feb. 17 | Salisbury Point, 1½ miles northeast of station. | do..... | Sc. Alfaretta, Newburyport, Mass. | Thurlow.. | 11 |
| Mar. 9 | Peaked Hill Bar..... | Peaked Hill Bars. | Sc. Hannah E. Shubert, Bridgeton, N. J. | Cullen.... | 298 |
| Mar. 22 | East end of Peaked Hill Bar. | High Head..... | Brig Emily T. Sheldon, New York. | Hays..... | 425 |
| Apr. 1 | Handkerchief Shoal..... | Monomoy..... | Sc. Prescott Hazeltine, Belfast, Me. | Flowers.. | 285 |
| Apr. 6 | Plum Island Beach, 4¼ miles south of station. | Plum Island..... | Sc. Beta, Halifax, N. S. | Dexter.... | 189 |
| Apr. 10 | One mile west-southwest of station. | Race Point..... | Sc. R. F. Hart, § Boston, Mass. | Harding.. | 346 |
| Apr. 18 | Salisbury Point, 1 mile north of station. | Plum Island..... | Sc. M. C. Rowe, Boston, Mass. | Perkins... 73 | |
| May 9 | Outer bar, west side of Monomoy Beach. | Monomoy..... | Sc. Carl W. Baxter, § Gloucester, Mass. | Daniels... 74 | |
| June 14 | One hundred yards west of station. | Gurnet..... | Cat-boat, Hortense, Boston, Mass. | Pelton.... | ..... |
| | Total..... | ..... | ..... | ..... | ..... |

* No assistance by life-saving crew.

† Vessel stranded on December 11. The sea becoming rough and endangering the safety of the crew, who had gone on board, they were again rescued by the life-saving crew.

casualties, season of 1885-'86—Continued.

OF MASSACHUSETTS.—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|-----------------------------|----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Caibarien, Cuba, to Boston, Mass. | Sugar | \$12,000 | \$38,000 | \$50,000 | ..... | \$50,000 | 8 | 8 | ..... | 8 | 8 |
| Boston, Mass., to New York | ..... | 6,000 | ..... | 6,000 | \$4,500 | 1,500 | 7 | 7 | ..... | ..... | ..... |
| Calais, Me., to New York. | Coal..... | 5,000 | 600 | 5,600 | 500 | 5,100 | 5 | 5 | ..... | 4 | 8 |
| Philadelphia, Pa., to Portsmouth, N. H. | ...do..... | 14,000 | 4,000 | 18,000 | 18,000 | ..... | 7 | 7 | ..... | ..... | ..... |
| Anguilla, W. I., to Portland, Me. | Salt..... | 6,500 | 1,000 | 7,500 | 300 | 7,200 | 6 | 6 | ..... | 6 | 12 |
| New York to Portsmouth, N. H. | Coal..... | 25,000 | 5,800 | 30,800 | ..... | 30,800 | 7 | 7 | ..... | ..... | ..... |
| Miragoane, W. I., to Boston, Mass. | Logwood... | 8,000 | 5,000 | 13,000 | 12,000 | 1,000 | 7 | 7 | ..... | 5 | 15 |
| From Wellfleet, Mass. | Wrecking materials. | 25 | 200 | 225 | 225 | ..... | 17 | 7 | ..... | ..... | ..... |
| New York to Boston, Mass. | Coal..... | 2,000 | 1,200 | 3,200 | 3,200 | ..... | 6 | 6 | ..... | ..... | ..... |
| Chatham, Mass., to Provincetown, Mass. | Trawls..... | 3,000 | 400 | 3,400 | 1,700 | 1,700 | 14 | 14 | ..... | 14 | 28 |
| New York, to Lubec, Me. | Coal..... | 2,000 | 700 | 2,700 | 160 | 2,540 | 4 | 4 | ..... | 4 | 11 |
| Philadelphia, Pa., to Boston, Mass. | ...do..... | 16,000 | 2,500 | 18,500 | 1,500 | 17,000 | 8 | 8 | ..... | 8 | 32 |
| Norfolk, Va., to Boston, Mass. | ...do..... | 25,000 | 4,000 | 29,000 | ..... | 29,000 | 9 | 9 | ..... | 9 | 27 |
| Chatham, Mass., to Provincetown, Mass. | ..... | 4,400 | ..... | 4,400 | 200 | 4,200 | 19 | 19 | ..... | 19 | 38 |
| Surinam, S. A., to Boston, Mass. | Molasses, sugar, and cocoa. | 16,000 | 52,000 | 68,000 | 1,500 | 66,500 | 9 | 2 | 7 | 2 | 8 |
| New York to Boston, Mass. | Coal..... | 4,000 | 600 | 4,600 | 4,400 | 200 | 6 | 6 | ..... | ..... | ..... |
| Perth Amboy, N. J., to Portland, Me. | ...do..... | 15,000 | 3,800 | 18,800 | 1,000 | 17,800 | 9 | 9 | ..... | 2 | 2 |
| Havana, Cuba, to Boston, Mass. | Sugar..... | 16,000 | 56,000 | 72,000 | 1,000 | 71,000 | 8 | 8 | ..... | 6 | 18 |
| New York, to St. John, N. B. | Coal..... | 3,000 | 600 | 3,600 | 3,100 | 500 | 5 | 5 | ..... | 5 | 5 |
| Georges' Banks to Boston, Mass. | Fish..... | 9,500 | 1,600 | 11,100 | ..... | 11,100 | 16 | 16 | ..... | 8 | 8 |
| Fishing cruise to Newburyport, Mass. | ...do..... | 1,200 | 20 | 1,220 | 1,220 | ..... | 4 | 4 | ..... | ..... | ..... |
| Perth Amboy, N. J., to Boston, Mass. | Coal..... | 12,000 | 2,500 | 14,500 | 1,000 | 13,500 | 7 | 7 | ..... | 7 | 14 |
| Booth Bay, Me., to Annapolis, Md. | Ice..... | 14,000 | 1,000 | 15,000 | ..... | 15,000 | 8 | 8 | ..... | 8 | 16 |
| Jacksonville, Fla., to Boston, Mass. | Lumber.... | 8,000 | 6,500 | 14,500 | 14,400 | 100 | 8 | 8 | ..... | ..... | ..... |
| Windsor, N. S., to Boston, Mass. | Wood..... | 8,000 | 800 | 8,800 | 150 | 8,650 | 14 | 11 | 3 | ..... | ..... |
| Portland, Me., to Philadelphia, Pa. | Barrels..... | 10,000 | 2,500 | 12,500 | 12,500 | ..... | 8 | 8 | ..... | ..... | ..... |
| Boston, Mass., to Plum Island Point. | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 5 | 5 | ..... | ..... | ..... |
| Gloucester, Mass., on fishing trip. | ..... | 7,200 | ..... | 7,200 | 7,200 | ..... | 14 | 14 | ..... | ..... | ..... |
| Duxbury Bay, Mass., to Boston, Mass. | ..... | 150 | ..... | 150 | 140 | 10 | 1 | 1 | ..... | ..... | ..... |
| ..... | ..... | 373,470 | 204,305 | 577,775 | 203,285 | 374,490 | 398 | 388 | 10 | 144 | 339 |

* These persons rescued by the life-saving crew were wreckers, who, in attempting to assist the stranded schooner Sarah Godfrey, were thrown overboard by the capsizing of their boat.
 † No assistance required of life-saving crew.

Life-Saving Service.—Table of

DISTRICT No. 3.—EMBRACING COASTS OF

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|----------|---|----------------------------------|--|--------------|----------|
| 1885. | | | | | |
| July 20 | North end of Block Island, 5 miles north of station. | New Shoreham ... | Sc. Josephine G. Collyer,* Barnstable, Mass. | Hart..... | 149 |
| Aug. 4 | Wicopseat Island, 3 miles west of station. | Watch Hill | Sc. Eva Maud,* Mattland, N. S. | Macumber .. | 267 |
| Aug. 8 | One and a half miles west-northwest of station. | Long Beach | Canoe Priscilla, Long Beach, N. Y. | ..... | ..... |
| Aug. 9 | Shoal near Napatree Point. | Watch Hill | Sc. John Crockford, New York. | Hodgdon .. | 119 |
| Aug. 10 | One mile east of station ... | Smith's Point | Sl. yt. Emily R., New York. | ..... | ..... |
| Aug. 20 | Two and a quarter miles east-northeast of station. | Oak Island | Sl. Mary,* New York. | ..... | ..... |
| Sept. 3 | Bateman's Beach, Castle Hill. | Brenton's Point... | Sc. y. Nora, Boston, Mass. | Davis..... | 15 |
| Sept. 4 | West side of Hog Island Inlet. | Far Rockaway.... | Sc. Phoebe Ann, New York. | Pearall .. | 32 |
| Sept. 23 | Two miles and three-quarters east-southeast of station. |do | Sl. yt. Sagitta, New York. | Smith | 27 |
| Oct. 13 | One-fourth of a mile north of station. | Point Lookout.... | Sl. Rattlesnake, Baldwin, N. Y. | ..... | ..... |
| Nov. 5 | Two miles east by south of station. | Point Judith..... | Sc. Almon Bacon, New York. | Meehan .. | 119 |
| Nov. 21 | One mile east-northeast of station. | Eaton's Neck..... | Sc. Ella Jane, Port Jefferson, N. Y. | Burk | 40 |
| Nov. 30 | Catumb Rocks, 2 miles southwest of station. | Watch Hill | Sc. Mollie Porter, Booth Bay, Me. | Dorr..... | 96 |
| Dec. 9 | One-fifth of a mile south of station. | Shinnecock | Sc. Hettie J. Dorman, Wilmington, Del. | Johnson .. | 85 |
| Dec. 24 | East Island flats, 2½ miles north of station. | Point of Woods .. | Sc. Cinderella, Islip, N. Y. | Tooker ... | 57 |
| 1886. | | | | | |
| Jan. 9 | Ragged Point, Castle Hill.. | Brenton's Point... | Sc. Mattie D., Liverpool, Nova Scotia. | Morris.... | 110 |
| Jan. 9 | One mile west of station... | Point Judith..... | Sc. Allen Green, Providence, R. I. | Nickerson .. | 488 |
| Jan. 9 | One and three-quarter miles northeast of station. | Watch Hill | Sc. Clio Chilcott, Ellsworth, Me. | Fullerton .. | 69 |
| Jan. 9 | Fire Island Beach, 1 mile west of station. | Fire Island | Cat-boat, Sayville, N. Y. | ..... | ..... |
| Jan. 9 | Rockaway Inlet | Rockaway Point.. | Sc. Richard M. Johnson, New York. | Mulholland. | 57 |
| Jan. 11 | Off Fire Island | Point of Woods.. | Open boat ..... | ..... | ..... |
| Feb. 6 | One-quarter mile northeast of station. | New Shoreham ... | Sc. Laura Louise, Newport, R. I. | Willias ... | 20 |
| Feb. 26 | One mile south-southwest of station. | Eaton's Neck | Sc. Sarah Purves, New York. | Batewell.. | 165 |
| Mar. 30 | One mile east-northeast of Quogue Station. | Quogue, Tiana, and Petunk. | St. sp. Europa, Hamburg, Ger. | Kessal ... | 1,003 |
| Mar. 31 | One and three-quarter miles west-southwest of station. | Quogue | Sc. Pereaux, Cornwallis, N. S. | Nicholson .. | 146 |
| Apr. 2 | East end Oak Island Beach. | Fire Island | Sc. Ellen W. Miller, Patchogue, N. Y. | Miller | 20 |
| Apr. 15 | Napatree Point..... | Watch Hill | Sc. C. W. Locke, Harwich, Mass. | Chase..... | 230 |
| Apr. 15 | Two and a half miles southeast of Coney Island Station. | Coney Island and Rockaway Point. | Sl. Lillie, New York .. | Schmeelk .. | 7 |
| May 5 | Wesqueag Beach, 4 miles northeast of station. | Narragansett Pier | Sc. Isabella Jewett,* Bangor, Me. | Coombs... .. | 164 |
| June 7 | Opposite station, 500 yards from shore. | Forge River and Smith's Point. | St. sp. Bernard, Cardiff, Wales. | Stainthorpe. | 1,783 |
| June 11 | New Inlet, 2 miles east of station. | Point Lookout.... | Sl. Emily J., Patchogue, N. Y. | Losace..... | 16 |

* No assistance by life-saving crew.

casualties, season of 1885-'86—Continued.

RHODE ISLAND AND LONG ISLAND.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succeeded at stations. | No. of days' success afforded. |
|---|-----------------------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|---------------------------------------|--------------------------------|
| New Bedford, Mass., to New York. | Barrels..... | \$1,200 | \$200 | \$1,400 | \$1,400 | ..... | 7 | 7 | ..... | ..... | ..... |
| Cow Bay, Cape Breton, to New York. | Coal | 12,000 | 800 | 12,800 | 9,900 | \$2,900 | 8 | 8 | ..... | ..... | ..... |
| ..... | ..... | 100 | ..... | 100 | 100 | ..... | 1 | 1 | ..... | ..... | ..... |
| Providence, R. I., to Stonington, Conn. | Oil | 5,000 | 1,200 | 6,200 | 6,200 | ..... | 4 | 4 | ..... | ..... | ..... |
| New York City to Moriches, N. Y. | ..... | 1,200 | ..... | 1,200 | 1,200 | ..... | 3 | 3 | ..... | ..... | ..... |
| New York City to Fire Island, N. Y. | ..... | 1,000 | ..... | 1,000 | 975 | 25 | 2 | 2 | ..... | ..... | ..... |
| Boston, Mass., to Newport, R. I. | ..... | 2,000 | ..... | 2,000 | 2,000 | ..... | 4 | 4 | ..... | ..... | ..... |
| East Rockaway, N. Y., to New York City. | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 3 | 3 | ..... | ..... | ..... |
| Coney Island Cove, N. Y., to Fire Island, N. Y. | ..... | 7,000 | ..... | 7,000 | 7,000 | ..... | 4 | 4 | 4 | 8 | ..... |
| ..... | Hay | 50 | 5 | 55 | 55 | ..... | 3 | 3 | 3 | 3 | ..... |
| New York to Providence, R. I. | Logwood and pig-iron. | 3,000 | 2,000 | 5,000 | ..... | 5,000 | 5 | 5 | 5 | ..... | ..... |
| Cold Spring, N. Y., to Port Jefferson, N. Y. | Bricks | 1,200 | 150 | 1,350 | 1,100 | 250 | 2 | 2 | ..... | ..... | ..... |
| Booth Bay, Me., to New York. | Fish | 4,000 | 6,000 | 10,000 | 625 | 9,375 | 5 | 5 | 2 | 4 | ..... |
| Drawbridge, Del., to New York. | Wood | 9,000 | 510 | 9,510 | 475 | 9,035 | 7 | 7 | 4 | 52 | ..... |
| Bellport, N. Y., to Islip, N. Y. | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 2 | 2 | ..... | ..... | ..... |
| East Harbor, W. I., to Portsmouth, N. H. | Salt | 4,000 | 1,000 | 5,000 | ..... | 5,000 | 6 | 6 | ..... | ..... | ..... |
| Boston, Mass., to Baltimore, Md. | ..... | 12,000 | ..... | 12,000 | 10,000 | 2,000 | 7 | 7 | 7 | 28 | ..... |
| Clark's Island, Me., to New York. | Stone..... | 5,000 | 1,200 | 6,200 | 1,505 | 4,695 | 3 | 2 | 1 | 2 | 28 |
| Adrift ..... | ..... | 500 | ..... | 500 | 500 | ..... | ..... | ..... | ..... | ..... | ..... |
| From New York..... | Sand | 3,000 | 80 | 3,080 | 2,000 | 1,080 | 6 | 6 | 6 | 26 | ..... |
| From British St. sp. Hylton Castle, foundered at sea. | ..... | 125 | ..... | 125 | 125 | ..... | 10 | 10 | 10 | 10 | ..... |
| Block Island, R. I., on fishing trip. | ..... | 2,500 | ..... | 2,500 | 2,500 | ..... | 4 | 4 | ..... | ..... | ..... |
| New York to Providence, R. I. | Petroleum.. | 4,000 | 6,000 | 10,000 | 4,500 | 5,500 | 4 | 4 | 4 | 16 | ..... |
| Hamburg, Ger., to New York. | General | 150,000 | 125,000 | 275,000 | 135,000 | 140,000 | 27 | 27 | 27 | 45 | ..... |
| Philadelphia, Pa., to Cornwallis, N. S. | Coal..... | 3,000 | 400 | 3,400 | ..... | 3,400 | 7 | 7 | 7 | 22 | ..... |
| Haverstraw, N. Y., to Patchogue, N. Y. | Bricks | 2,000 | 150 | 2,150 | 2,150 | ..... | 3 | 3 | ..... | ..... | ..... |
| New Bedford, Mass., to New York. | ..... | 6,000 | ..... | 6,000 | 6,000 | ..... | 8 | 8 | ..... | ..... | ..... |
| Bridgeport, Conn., to Jamaica Bay, N. Y. | Oysters | 700 | 250 | 950 | 850 | 100 | 3 | 3 | ..... | ..... | ..... |
| Hoboken, N. J., to Providence, R. I. | Coal..... | 500 | 1,000 | 1,500 | 800 | 700 | 4 | 4 | ..... | ..... | ..... |
| Barron, Eng., to New York. | Pig-iron..... | 130,000 | 27,000 | 157,000 | 155,000 | 2,000 | 23 | 23 | ..... | ..... | ..... |
| Bridgeport, Conn., to Freeport, L. I. | Oysters | 800 | 400 | 1,200 | 1,200 | ..... | 2 | 2 | ..... | ..... | ..... |

Life-Saving Service.—Table of

DISTRICT No. 3.—EMBRACING COASTS OF

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|------------------|---|-------------------|--|------------|----------|
| 1886. June 20 | Five hundred yards south-southwest of station. One and a half miles west of station. | Point Judith..... | St. sp. Miranda, Liverpool, Eng. | Bindon ... | 723 |
| June 24 | | Georgica..... | Bgne. James T. Abbott, Saint Thomas, W. I. | McLeod .. | 205 |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 4.—EMBRACING

| | | | | | |
|-----------------|--|--|--|--------------|-------|
| 1885. July 7 | One-half mile south of station. | Seabright..... | Bkne. Anna, Sundsvall, Swed. | Olsson | 315 |
| July 11 | Point of Sandy Hook | Sandy Hook | Sl. Active, New York. | McCarthy. | 7 |
| July 27 | Three-quarters of a mile northeast of station. | Shark River | Sl. Foam, Jersey City, N. J. | Stanton... | 30 |
| Aug. 7 | Middle Ground, 1 mile west of station. | Little Egg | Sc. Magellan, New York. | Pearce.... | 133 |
| Aug. 14 | North Shoals of Absecom Inlet. | Atlantic City | Sc. Angie Predmore, Tuckerton, N. J. | Longstreet | 94 |
| Aug. 14 | One and a half miles northwest of station. | Cape May | Sc. Rebecca, Goshen, N. J. | ..... | ..... |
| Aug. 22 | One mile northeast of station. | Little Egg | Sc. Tena A. Cotton, Philadelphia, Pa. | Cranmer.. | 377 |
| Sept. 2 | Two miles east-northeast of station. | Shark River | Fighting-boat, Shark River, N. J. | ..... | ..... |
| Sept. 2 | One and a half miles northwest of station. | Cape May | Sl. Pioneer, Chester, Pa. | ..... | ..... |
| Sept. 3 | One-third of a mile southwest of station. | Seabright..... | Cat-boat ..... | ..... | ..... |
| Sept. 10 | One mile south of station.. | Hereford Inlet.... | Cat-boat J. W. Hyzer, Anglesa, N. J. | ..... | ..... |
| Sept. 17 | Two miles south-southwest of station. | Forked River.... | Sc. Mascotte, New York. | ..... | ..... |
| Sept. 17 | One mile south of station.. | Tatham's..... | Sc. Shekinah, Millville, N. J. | Shaw | 84 |
| Oct. 10 | Southwest Spit, 2 miles northwest of station. | Sandy Hook | Str. Eduardo, † Bilbao, Spain. | Chevisanio | 1,503 |
| Oct. 26 | Middle Ground, 1 mile north of station. | Little Egg | Sc. Susan Jane, Tuckerton, N. J. | Andrews . | 49 |
| Oct. 29 | Point of Sandy Hook | Sandy Hook | Sc. Charles H. Valentine, Manasquan, N. J. | Curtis | 643 |
| Oct. 30 | Fifty yards east-southeast of station. | Shark River | Scows Nos. 5 and 8, Jersey City, N. J. | ..... | ..... |
| Nov. 10 | South side Great Egg Harbor Inlet. | Ocean City and Great Egg. | Sc. Oliver H. Booth, New York. | Bowen.... | 243 |
| Nov. 10 | Barnegat Shoals | Barnegat | Sc. Louisa B. Robinson, Tuckerton, N. J. | Peckworth | 30 |
| Nov. 11 | North shoals of Absecom Inlet. | Atlantic City | Str. Absecom, Somers Point, N. J. | Cranmer.. | 53 |
| Nov. 13 | One mile north of station.. | Tom's River..... | Sc. Caleb S. Ridgeway, Philadelphia, Pa. | Townsend | 404 |
| Nov. 19 | One and a half miles north of station. | Cape May | Cat-boat Willie H., Patchogue, N. Y. | Hand | 5 |
| Nov. 20 | Two miles north of Long Branch station. | Long Branch and Seabright. | Sl. Yht Butler, New York. | ..... | ..... |
| Nov. 23 | Ocean Grove..... | Deal and Shark River. | Sc. Peacedale, Newport, R. I. | Arnold | 139 |
| Nov. 24 | Ocean Beach, three-fourths of a mile south of Shark River Station. | Spring Lake, Shark River, and Squan Beach. | Sp. Malta, Liverpool, England. | Moulton .. | 1,611 |

* No one on board.

casualties, season of 1885-'86—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|---------------|----------------------------|---------------------------|-----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| New York to Halifax, N. S. | General | \$110,000 | \$31,500 | \$141,500 | \$85,100 | \$56,400 | 70 | 70 | .... | 70 | 110 |
| Turk's Island to Vineyard Haven, Mass. | Salt | 3,500 | 600 | 4,100 | ..... | 4,100 | 9 | 9 | .... | 8 | 16 |
| ..... | ..... | 486,375 | 205,445 | 691,820 | 440,260 | 251,560 | 256 | 255 | 1 | 159 | 398 |

COAST OF NEW JERSEY.

| | | | | | | | | | | | |
|--|----------------------------------|---------|----------|----------|----------|--------|-----|-------|-------|-------|-------|
| Aracaju, Brazil, to New York. | Sugar | \$7,000 | \$40,000 | \$47,000 | \$47,000 | ..... | 10 | 10 | ..... | ..... | ..... |
| New York on fishing cruise. | ..... | 300 | ..... | 300 | 200 | \$100 | 2 | 2 | ..... | ..... | ..... |
| Jersey City, N. J., to Barnegat, N. J. | ..... | 300 | ..... | 300 | 200 | 100 | 3 | 3 | ..... | ..... | ..... |
| James River, Va., to New York. | Wood | 2,000 | 800 | 2,800 | 2,470 | 330 | 6 | 6 | ..... | ..... | ..... |
| Norfolk, Va., to Derby, Conn. | Lumber | 2,500 | 2,000 | 4,500 | 900 | 3,600 | 6 | 6 | ..... | 6 | 108 |
| Goshen, N. J., to Cape May, N. J. | ..... | 500 | ..... | 500 | 500 | ..... | (*) | ..... | ..... | ..... | ..... |
| Salem, Mass., to Philadelphia, Pa. | ..... | 20,000 | ..... | 20,000 | 19,400 | 600 | 10 | 10 | ..... | ..... | ..... |
| Shark River, N. J., to fishing banks. | ..... | 50 | ..... | 50 | 50 | ..... | 2 | 2 | ..... | 2 | 2 |
| Chester, Pa., to Cape May, N. J. | ..... | 5,000 | ..... | 5,000 | 5,000 | ..... | 1 | 1 | ..... | ..... | ..... |
| Branchport, N. J., on pleasure trip. | ..... | 300 | ..... | 300 | 300 | ..... | 3 | 3 | ..... | 3 | 3 |
| From Anglesea, N. J. | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 4 | 4 | ..... | ..... | ..... |
| New York to Barnegat, N. J. | ..... | 5,000 | ..... | 5,000 | 4,900 | 100 | 3 | 3 | ..... | ..... | ..... |
| New York to Morehead City, N. C. | Guano | 3,500 | 2,000 | 5,500 | 140 | 5,360 | 5 | 5 | ..... | 5 | 10 |
| Havana, Cuba to New York. | Sugar | 250,000 | 50,000 | 300,000 | 300,000 | ..... | 30 | 30 | ..... | ..... | ..... |
| New York to Tucker-ton, N. J. | Coal..... | 1,800 | 100 | 1,900 | 1,900 | ..... | 5 | 5 | ..... | ..... | ..... |
| Georgetown, D. C., to New York. | do..... | 43,000 | 4,000 | 44,000 | 40,500 | 3,500 | 8 | 8 | ..... | ..... | ..... |
| Jersey City, N. J., to Norfolk, Va. | ..... | 21,000 | ..... | 21,000 | 21,000 | ..... | (*) | ..... | ..... | ..... | ..... |
| Virginia to New York. | Wood | 9,000 | 1,320 | 10,320 | 9,600 | 720 | 7 | 7 | ..... | ..... | ..... |
| New York to Barnegat City, N. J. | Stone | 2,000 | 200 | 2,200 | 2,200 | ..... | 3 | 3 | ..... | ..... | ..... |
| Fishing cruise, to Somers Point, N. J. | Fish | 10,000 | 150 | 10,150 | 7,650 | 2,500 | 13 | 13 | ..... | 13 | 13 |
| Barren Island, N. Y., to Wilmington, N. C. | Phosphate .. | 10,000 | 17,000 | 27,000 | 26,550 | 450 | 7 | 7 | ..... | 1 | 1 |
| Sea Isle City, N. J., to Millville, N. J. | ..... | 600 | ..... | 600 | 600 | ..... | 2 | 2 | ..... | ..... | ..... |
| Brooklyn, N. Y., on fishing trip. | ..... | 1,200 | ..... | 1,200 | 1,200 | ..... | 4 | 4 | ..... | 4 | 4 |
| Philadelphia, Pa., to Narragansett Pier, R. I. | Coal | 12,000 | 1,200 | 13,200 | ..... | 13,200 | 5 | 5 | ..... | ..... | ..... |
| Antwerp, Belgium, to New York. | Silver sand, stone, and barrels. | 50,000 | 28,000 | 78,000 | 2,638 | 75,362 | 24 | 23 | 1 | ..... | ..... |

† No assistance required of life-saving crew.

Life-Saving Service.—Table of

DISTRICT No. 4.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|---|---|--------------|----------|
| 1885. | | | | | |
| Nov. 30 | One-half mile from station. | Holly Beach | Sc. E. H. Williams, Haddam, Conn. | Russell ... | 147 |
| Dec. 5 | One and a half miles north of station. | Chadwick's | Sc. Mattie E. Tabor, Port Jefferson, N. Y. | Lyman ... | 225 |
| Dec. 6 | South bar of Cold Spring Inlet. | Turtle Gut | Sc. General Palmer, Bridgeton, N. J. | Smith ... | 26 |
| Dec. 7 | Three-quarters of a mile west of station. | Sandy Hook | St. Yht. Walkna, Sunderland, England. | Ellis | 158 |
| Dec. 9 | Romer Shoals | Do | Bg. Charles A. Hoard, Yarmouth, N. S. | Proctor ... | 241 |
| Dec. 25 | One mile south of Tom's River Station. | Tom's River and Island Beach. | Str. West Jersey, Camden, N. J. | ..... | 380 |
| Dec. 26 | One mile north of station. | Atlantic City | Sc. William E. Hewlett, Somers Point, N. J. | Conover ... | 23 |
| 1886. | | | | | |
| Jan. 6 | Twelve hundred yards north of station. | Sandy Hook | Sc. Fannie R. Williams, Wilmington, Del. | Brandt ... | 366 |
| Jan. 7 | Barnegat Shoals | Barnegat | Sc. J. and C. Merritt, Somers Point, N. J. | Booy | 35 |
| Jan. 8 | Two miles south of station. | Monmouth Beach. | Sc. Henry D. Brewster, Patchogue, N. Y. | Hendrickson. | 42 |
| Jan. 8 | Three hundred yards north of station. | Spring Lake | Sc. Mary G. Farr, Philadelphia, Pa. | Conwell ... | 330 |
| Jan. 8 | One-half mile south of station. | Little Egg | Sl. Millic, Greenport, N. Y. | McCaill ... | 20 |
| Jan. 11 | One and a half miles northwest of station. | Atlantic City | Sc. Mary S. Roundy, Seabright, N. J. | Brown ... | 11 |
| Jan. 19 | One-quarter mile north of station. | do | Sc. Georgiana, Greenport, N. Y. | Lord | 12 |
| Jan. 20 | Three-quarters of a mile north-northwest of station. | do | Sl. Eugene, Seabright, N. J. | Darby | 19 |
| Jan. 20 | One-half mile north of station. | do | Sl. Idlewild, Atlantic City, N. J. | Conover ... | 10 |
| Jan. 21 | One mile southwest by south of station. | do | Sc. Georgiana, Greenport, N. Y. | Lord | 12 |
| Feb. 1 | Flynn's Knoll, 2 miles northwest of station. | Sandy Hook | Sc. Charles E. Balch, Bath, Me. | Mason | 844 |
| Feb. 4 | Three-quarters of a mile north-northwest of station. | Atlantic City | Sl. Alert, Somers Point, N. J. | Gale | 7 |
| Feb. 10 | One and three-quarter miles northeast by north of station. | Ship Bottom | Bkne. Charles Platt, Philadelphia, Pa. | Sharp | 653 |
| Feb. 11 | Barnegat Shoals | Barnegat, Loveladies Island, and Ship Bottom. | Bk. Kraljevica, Fiume, Austria. | Sverljuga. | 719 |
| Feb. 20 | Three-quarters of a mile southwest of station. | South Brigantine.. | Skiff. Tuokerton, N. J. | ..... | ..... |
| Feb. 25 | North shoal of Absecom Inlet. | Atlantic City | Sl. Flash, Perth Amboy, N. J. | Martin ... | 9 |
| Feb. 26 | do | do | Sc. Edward M. Hartshorn, Perth Amboy, N. J. | Parson ... | 29 |
| Mar. 15 | South bar of Hereford Inlet. | Hereford Inlet... | Bg. Alida A. Smith, Windsor, N. S. | Card | 161 |
| Mar. 15 | One-quarter of a mile south of station. | Deal | Skiff. Asbury Park, N. J. | ..... | ..... |
| Mar. 18 | Barnegat Inlet | Barnegat | Sc. Caroline Augusta, New York. | Colonel ... | 22 |
| Mar. 21 | Point of Sandy Hook | Sandy Hook | St. sp. Dorian, Glasgow, Scotland. | ..... | 1,039 |

* No one on board.

† This vessel when discovered was on fire; the crew numbered seven, five of whom were lost before the vessel came ashore.

casualties, season of 1885-'86—Continued.

COAST OF NEW JERSEY—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|---------------------------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Philadelphia, Pa., to Middletown, Conn. | Coal..... | \$8,000 | \$720 | \$8,720 | ..... | \$8,720 | 5 | 5 | ..... | 5 | 21 |
| Bermuda Hundred, Va., to New York. | Wood..... | 6,000 | 1,200 | 7,200 | \$400 | 6,800 | 7 | 7 | ..... | 7 | 14 |
| Cape May City, N. J., to Philadelphia, Pa. | ..... | 2,000 | ..... | 2,000 | 2,000 | ..... | 3 | 3 | ..... | ..... | ..... |
| New York to Spanish Honduras. | ..... | 25,000 | ..... | 25,000 | 25,000 | ..... | 14 | 14 | ..... | ..... | ..... |
| Saint Croix, W. I., to New York. | Sugar, molasses, and rum. | 10,000 | 8,000 | 18,000 | 13,000 | 5,000 | 8 | 8 | ..... | ..... | ..... |
| From Camden, N. J. | ..... | 5,000 | ..... | 5,000 | ..... | 5,000 (*) | ..... | ..... | ..... | ..... | ..... |
| Absecom, N. J., to Chesapeake Bay. | ..... | 1,500 | ..... | 1,500 | 1,500 | ..... | 3 | 3 | ..... | ..... | ..... |
| Caibarien, Cuba, to New York. | Mahogany and cedar. | 10,000 | 6,000 | 16,000 | 16,000 | ..... | 7 | 7 | ..... | ..... | ..... |
| Philadelphia, Pa., to Barnegat City, N. J. | Lumber..... | 1,500 | 500 | 2,000 | 2,000 | ..... | 3 | 3 | ..... | ..... | ..... |
| Virginia, to New York. | Oysters..... | 4,000 | 1,000 | 5,000 | 300 | 4,700 | 5 | 5 | ..... | 5 | 15 |
| Baltimore, Md., to Providence, R. I. | Corn..... | 8,000 | 8,000 | 16,000 | 355 | 15,645 | 2 | ..... | 2 | ..... | ..... |
| New York to Little Egg Harbor, N. J. | Fish..... | 1,600 | 200 | 1,800 | ..... | 1,800 | 6 | 6 | ..... | 6 | 24 |
| New York, to Little Egg Harbor, N. J. |do..... | 1,400 | 75 | 1,475 | 75 | 1,400 | 5 | 5 | ..... | ..... | ..... |
| From fishing cruise..... | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 3 | 3 | ..... | ..... | ..... |
|do..... | ..... | 600 | ..... | 600 | ..... | 600 (*) | ..... | ..... | ..... | ..... | ..... |
|do..... | Fish..... | 600 | 20 | 620 | 620 | ..... | 2 | 2 | ..... | ..... | ..... |
| From fishing cruise, Atlantic City, N. J. | ..... | 1,000 | ..... | 1,000 | ..... | 1,000 | 3 | 3 | ..... | 3 | 6 |
| Perth Amboy, N. J., to Portland, Me. | Coal..... | 40,000 | 5,600 | 45,600 | 45,600 | ..... | 10 | 10 | ..... | ..... | ..... |
| From fishing cruise..... | ..... | 1,000 | ..... | 1,000 | 1,000 | ..... | 2 | 2 | ..... | ..... | ..... |
| Pernambuco, Brazil, to New York. | Sugar..... | 25,000 | 50,000 | 75,000 | ..... | 75,000 | 10 | 10 | ..... | 2 | 8 |
| Marseilles, France, to New York. | Salt..... | 30,000 | 25,000 | 55,000 | ..... | 55,000 | 14 | 6 | 8 | 6 | 17 |
| Atlantic City, N. J., to Tuckerton, N. J. | ..... | 30 | ..... | 30 | 30 | ..... | 1 | 1 | ..... | 1 | 2 |
| From fishing cruise..... | ..... | 1,200 | ..... | 1,200 | 1,200 | ..... | 3 | 3 | ..... | ..... | ..... |
|do..... | Fish..... | 1,500 | 30 | 1,530 | 1,530 | ..... | 4 | 4 | ..... | 4 | 4 |
| Cienfuegos, Cuba, to Delaware Breakwater. | Molasses..... | 6,000 | 1,600 | 7,600 | 100 | 7,500 | 7 | 7 | ..... | 7 | 23 |
| From Asbury Park, N. J. | ..... | 10 | ..... | 10 | ..... | 10 | 2 | 1 | 1 | 1 | 1 |
| Little Egg Harbor, N. J., on fishing trip. | ..... | 1,200 | ..... | 1,200 | 1,200 | ..... | 5 | 5 | ..... | ..... | ..... |
| New York, to Glasgow, Scotland. | General..... | 100,000 | 60,000 | 160,000 | 160,000 | ..... | 25 | 25 | ..... | ..... | ..... |

†No assistance required of the life-saving crew.

Life-Saving Service.—Table of
DISTRICT No. 4.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|---|--|--------------|----------|
| 1886. | | | | | |
| Mar. 21 | Barnegat Shoals | Barnegat | Sc. Louisa B. Robinson, Tuckerton, N. J. | Brown | 30 |
| Mar. 21 |do |do | Sc. Farmer, New York. | Thurber .. | 32 |
| Mar. 28 | One mile south of Spring Lake Station. | Spring Lake and Squan Beach. | Sp. Taernogora, Yarmouth, N. S. | Walker | 1,253 |
| Apr. 1 | West side of Swash Channel. | Sandy Hook | Sp. South American,* Boston, Mass. | Fowler | 1,762 |
| Apr. 3 | South Bar of Cold Spring Inlet. | Cold Spring | Sc. Addie, Wilmington, Del. | Tunnel | 17 |
| Apr. 12 | Two and a half miles southeast of station. | Cape May | Sc. Yale, New Haven, Conn. | Simpson .. | 717 |
| Apr. 17 | One mile south-southwest of Loveladies Island Station. | Loveladies Island, Barnegat, and Harvey's Cedars. | St. sp. Eros, Hull, England. | Martin | 1,203 |
| Apr. 22 | Four miles north-northwest of station. | Little Beach | Sl. Emma, Somers Point, N. J. | Higby | 5 |
| Apr. 29 | South Bar of Cold Spring Inlet. | Cold Spring | Sc. Eliza W. Godfrey, Millville, N. J. | Seeds | 44 |
| May 8 | One-quarter mile south of Tom's River station. | Tom's River, Island Beach, and Cedar Creek. | Sc. Mary Haley, New York. | Parker | 205 |
| May 30 | South Bar, Townsend's Inlet. | Townsend's Inlet. | Sc. Charles E. Balch, Bath, Me. | Manson | 844 |
| June 14 | One mile south of station.. | Seabright | Fish-boat, Seabright, N. J. | ..... | ..... |
| June 14 | One and a half miles south of Seabright Station. | Seabright and Mouth Beach. | Sc. Republic, Wilmington, Del. | Still | 66 |
| June 14 | One mile north of station.. | Monmouth Beach. | Sc. Clayton Frame, Somers Point, N. J. | Smith | 49 |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 5.—EMBRACING COAST BETWEEN

| | | | | | |
|----------|--|------------------------------------|--|---------------|-------|
| 1885. | | | | | |
| July 1 | Outer bar, Hog Island | Hog Island and Cobb's Island. | Sc. Emma D. Endicott, Philadelphia, Pa. | Bowen | 336 |
| July 26 | Two miles south of station. | Cape Henlopen... | Sc. Melitat, New York. | ..... | ..... |
| Sept. 20 | Isaac Shoals | Smith's Island .. | Sc. Sallie Solomon, Baltimore, Md. | Jones | 32 |
| Oct. 24 | North end of Carter's Bar.. | Cobb's Island | Sc. Sky Lark, Boston, Mass. | Evans | 238 |
| Oct. 23 | One mile east of station.... | Lewes | Str. Gedney (launch of), United States. | ..... | ..... |
| Oct. 29 | Sand Shoal Inlet | Cobb's Island | Sl. Annie, Cobb's Island, Va. | ..... | ..... |
| Dec. 7 | Two and a quarter miles northwest of station. | Cape Henlopen... | Sc. Jennie M. Vandervoort, Bellport, N. Y. | Brown | 58 |
| Dec. 11 | One-quarter of a mile east-northeast of station. | Lewes | Str. Ivanhoe, Philadelphia, Pa. | Cortias | 65 |
| Dec. 11 | One-quarter of a mile southeast of station. | Indian River Inlet. | So. Grace van Dusen, Philadelphia, Pa. | Lee | 263 |
| Dec. 20 | Dawson Shoals | Watchprague and Parramore's Beach. | Sc. James Boyce, New Haven, Conn. | Crosley .. | 454 |
| Dec. 21 | Three-quarters of a mile southeast of station. | Assateague Beach. | Sl. Harriet E. Loundest, Chincoteague, Va. | Wheaton .. | 12 |
| Dec. 26 | One-third of a mile west of station. | Lewes | Sc. John Johnson, Philadelphia, Pa. | Hughes | 215 |
| 1886. | | | | | |
| Jan. 4 | The Shears, Delaware Bay. | Lewes and Cape Henlopen. | Sp. Adolphus, Yarmouth, N. S. | Sanders | 1,319 |

* No assistance required of life-saving crew.

casualties, season of 1885-'86—Continued.

COAST OF NEW JERSEY—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|----------------------|----------------------------|---------------------------|-----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Barneгат, N. J., to Hog Island, Va. | | \$2,000 | | \$2,000 | \$2,000 | | 4 | 4 | | | |
| Little Egg Harbor, N. J., to New York. | Clams | 2,000 | \$400 | 2,400 | 2,400 | | 2 | 2 | | | |
| Havre, France, to New York. | Naphtha barrels. | 30,000 | 8,925 | 38,925 | 6,580 | \$32,345 | 19 | 19 | 3 | 55 | |
| Hong Kong, China, to New York. | Tea and merchandise. | 100,000 | 500,000 | 600,000 | 600,000 | | 28 | 28 | | | |
| Indian River, Del., to Cape May City, N. J. | Corn and lumber. | 1,000 | 400 | 1,400 | 1,400 | | 2 | 2 | | | |
| Boston Mass., to Philadelphia, Pa. | | 36,000 | | 36,000 | 36,000 | | 9 | 9 | | | |
| Swansea, Wales, to Philadelphia, Pa. | Tin | 136,000 | 100,000 | 236,000 | 236,000 | | 25 | 25 | 1 | 1 | |
| Great Bay, N. J., to Atlantic City, N. J. | Oysters | 500 | 50 | 550 | 550 | | 2 | 2 | | | |
| Baltimore, Md., to Cape May City, N. J. | Oystershells. | 1,600 | 180 | 1,780 | 350 | 1,430 | 3 | 3 | | | |
| Sloop Point, Va., to New York. | Wood | 2,500 | 1,000 | 3,500 | 300 | 3,200 | 7 | 7 | | | |
| Bath, Me., to Philadelphia, Pa. | Ice | 40,000 | 14,000 | 54,000 | 52,800 | 1,200 | 9 | 9 | | | |
| From Seabright, N. J. | | 50 | | 50 | 50 | | 2 | 2 | | | |
| Millford, Del., to New York. | Wood | 4,000 | 275 | 4,275 | 175 | 4,100 | 5 | 5 | 5 | 15 | |
| Broadkill, Del., to New York. | Charcoal | 1,200 | 800 | 2,000 | 900 | 1,100 | 4 | 4 | 4 | 12 | |
| | | 1,105,040 | 940,745 | 2,045,785 | 1,708,313 | 337,472 | 443 | 431 | 12 | 94 | 359 |

CAPE HENLOPEN AND CAPE CHARLES.

| | | | | | | | | | | | |
|--|--------------------|---------|---------|---------|---------|---------|----|----|----|----|--|
| New York to Baltimore, Md. | Cement | \$5,000 | \$3,000 | \$8,000 | \$2,400 | \$5,600 | 8 | 8 | | | |
| New York to Florida. | | 100 | | 100 | | 100 | 2 | 2 | | | |
| Norfolk, Va., to Great Wicomico River, Va. | | 900 | | 900 | | 900 | 4 | 4 | 4 | 12 | |
| Philadelphia, Pa., to Norfolk, Va. | Coal | 3,000 | 2,000 | 5,000 | | 5,000 | 7 | 7 | 7 | 14 | |
| From Morris River Cove | | 400 | | 400 | | 400 | | | | | |
| Bone Island to Cobb's Island, Va. | | 125 | | 125 | | 125 | 1 | 1 | | | |
| Norfolk, Va., to Philadelphia, Pa. | Lumber | 3,500 | 1,025 | 4,525 | 425 | 4,100 | 4 | 4 | 4 | 11 | |
| Philadelphia, Pa., to Delaware Breakwater, Delaware. | | 30,000 | | 30,000 | 25,000 | 5,000 | 8 | 8 | | | |
| New York to Richmond, Va. | Salt | 8,000 | 3,000 | 11,000 | 11,000 | | 7 | 7 | | | |
| New Haven, Conn., to Norfolk, Va. | | 8,000 | | 8,000 | 8,000 | | 8 | 8 | | | |
| Hog Island, Va., to Tom's Cove, Va. | Oysters | 1,500 | 200 | 1,700 | 1,700 | | 3 | 3 | | | |
| Boston, Mass., to Philadelphia, Pa. | Fish | 3,000 | 3,000 | 6,000 | 3,500 | 2,500 | 11 | 11 | 5 | 15 | |
| London, Eng., to Philadelphia, Pa. | Chalk and barrels. | 15,000 | 5,000 | 20,000 | | 20,000 | 21 | 21 | 13 | 13 | |

† No assistance by life-saving crew.

Life-Saving Service.—Table of

DISTRICT No. 5.—EMBRACING COAST BETWEEN

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|--------------------------------------|--|--------------|----------|
| 1886. | | | | | |
| Jan. 8 | One and a quarter miles northeast of station. | Wallop's Beach... | Sl. Lizzie Jane, Chincoteague, Va. | Wheaton. | 11 |
| Jan. 9 | Delaware Breakwater..... | Lewes | Sc. William E. Hewlett*, Somers Point, N. J. | Conover .. | 23 |
| Jan. 9 | One mile southeast of station. | Assateague Beach. | Sc. Lillie Ernestine, Patchogue, N. Y. | Terry..... | 54 |
| Feb. 5 | Point of Cape Henlopen... | Cape Henlopen .. | St. sp. Charles F. Mayer,* Baltimore, Md. | ..... | 1,107 |
| Feb. 5 | Carter's Bar | Cobb's Island..... | Sc. Emma Acry, New York. | Hall | 330 |
| Feb. 6 | Three hundred yards south-southwest of station. | do | Sc. John R. Walter, Chincoteague, Va. | Phillips.... | 9 |
| Feb. 20 | Hog Island Inlet, 1½ miles south-southwest of station. | Hog Island | Sl. Lillie, Eastville, Va. | ..... |  |
| Feb. 25 | South end of Cedar Island. | Watchapreague .. | Sl. Rebecca J., Chincoteague, Va. | Jeffers.... | 14 |
| Feb. 28 | Four hundred yards northwest of station. | Lewes | Sc. E. G. Irwin, Wilmington, Del. | Dodd | 189 |
| Mar. 2 | Outer bar, Hog Island | Hog Island | Sc. Leona, New York. | Lippincott.. | 202 |
| Mar. 2 | Five hundred yards northeast of station. | Cobb's Island..... | Sl. Mary Ann, Cobb's Island, Va. | ..... |  |
| Mar. 3 | One and three-quarter miles north-northwest of station. | Parramore's Beach | Sl. Two Brothers, Yorktown, Va. | Somers ... | 7 |
| Mar. 15 | Tom's Inlet Bar..... | Assateague Beach. | Sl. John M. Price, Chincoteague, Va. | Birch | 26 |
| Mar. 23 | Three miles south-southwest of station. | Ocean City..... | Sc. Lizzie Dewey, Lubec, Me. | Peters | 374 |
| Mar. 23 | Watchapreague Channel, 2 miles north-northwest of station. | Parramore's Beach | Sail-boat ..... | ..... |  |
| Mar. 24 | Dawson Shoals, Watchapreague Inlet. | Watchapreague and Parramore's Beach. | Sc. A. F. Kindberg, New York. | Mount..... | 226 |
| Mar. 29 | Three and a half miles south-southwest of station. | Ocean City and North Beach. | St. sp. Tonawanda, Philadelphia, Pa. | Ryan | 1,504 |
| Apr. 2 | Chincoteague Inlet Bar... | Wallop's Beach and Assateague Beach. | Sl. Julia A. Roe, Baltimore, Md. | Marshall.. | 32 |
| Apr. 7 | Watchapreague Bar | Watchapreague... | Sl. W. T. Sherman, Chincoteague, Va. | Bunting .. | 23 |
| Apr. 16 | Two miles south-southwest of station. | Pope's Island..... | Sc. Bertha A. Watts, Lunenburg, N. S. | Watt | 146 |
| Apr. 23 | Point of Cape Henlopen... | Lewes | Sc. Erreka, Gloucester, Mass. | Simpson .. | 52 |
| May 1 | One-quarter mile east of station. | do | Sc. Abbie M. Deering, Portland, Me. | Gott | 101 |
| May 12 | Point of Cape Henlopen .. | do | St. sp. Horton,* London, Eng. | Knott | 1,627 |
| June 2 | New Inlet Bar | Assateague Beach. | Sl. J. C. Wood, Chincoteague, Va. | Shorpley.. | 5 |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 6.—EMBRACING COAST BETWEEN

| | | | | | |
|----------|--|-----------------------------------|------------------------------------|--------------|-----|
| 1885. | | | | | |
| Aug. 8 | North side of Oregon Inlet Bar. | Oregon Inlet..... | Sl. Nellie May, New Bern, N. C. | Howland .. | 27 |
| Sept. 22 | Two and a half miles south of Poyner's Hill station. | Poyner's Hill and Caffoy's Inlet. | Sc. Ada F. Whitney, Thomaston, Me. | Gilchrist .. | 312 |

* No assistance by life-saving crew.

casualties, season of 1885-'86—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|--------------------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Tom's Cove, Va., to Chincoteague, Va. | Oysters | \$1,000 | \$175 | \$1,175 | \$1,175 | ..... | 3 | 3 | ..... | ..... | ..... |
| Atlantic City, N. J., to Cape Charles, Va. | ..... | 2,000 | ..... | 2,000 | ..... | \$2,000 | 4 | 4 | ..... | ..... | ..... |
| New York to York River, Va. | ..... | 4,000 | ..... | 4,000 | 3,000 | 1,000 | 5 | 5 | ..... | 5 | 15 |
| Baltimore, Md., to Hoboken, N. J. | Coal..... | 90,000 | 3,840 | 93,840 | 83,840 | 4,000 | 19 | 19 | ..... | ..... | ..... |
| Norfolk, Va., to New Haven, Conn. |do..... | 12,000 | 1,280 | 13,280 | ..... | 13,280 | 7 | 7 | ..... | ..... | ..... |
| Chincoteague, Va., oystering. | ..... | 600 | ..... | 600 | 600 | ..... | 3 | 3 | ..... | ..... | ..... |
| New Inlet, Va., to Hog Island, Va. | Lumber..... | 400 | 50 | 450 | 430 | 20 | 2 | 2 | ..... | ..... | ..... |
| Hog Island, Va., to Chincoteague, Va. | Oysters | 500 | 130 | 630 | ..... | 630 | 2 | 2 | ..... | 1 | 6 |
| Philadelphia, Pa., to Norfolk, Va. | Phosphate .. | 3,000 | 5,500 | 8,500 | 7,500 | 1,000 | 10 | 10 | ..... | ..... | ..... |
| New York, to West Point, Va. |do..... | 10,000 | 10,000 | 20,000 | ..... | 20,000 | 6 | 6 | ..... | 6 | 12 |
| Cobb's Island, Va., oystering. | ..... | 200 | ..... | 200 | 200 | ..... | 3 | 3 | ..... | ..... | ..... |
| Yorktown, Va., to Wilmington, Del. | Oysters | 250 | 50 | 300 | 300 | ..... | 2 | 2 | ..... | ..... | ..... |
| Hog Island, Va., to Tom's Cove, Va. |do..... | 1,500 | 200 | 1,700 | 1,700 | ..... | 4 | 4 | ..... | ..... | ..... |
| Philadelphia, Pa., to Key West, Fla. | Coal..... | 14,000 | 2,500 | 16,500 | 16,500 | ..... | 8 | 8 | ..... | 7 | 7 |
| Bradford's Neck, Va., oystering. | ..... | 25 | ..... | 25 | 25 | ..... | 1 | 1 | ..... | ..... | ..... |
| New York, to Richmond, Va. | Phosphate .. | 4,500 | 10,000 | 14,500 | 12,700 | 1,800 | 6 | 6 | ..... | ..... | ..... |
| London, Eng., to Philadelphia, Pa. | Chalk and barrels. | 12,000 | 5,000 | 17,000 | 11,750 | 5,250 | 19 | 19 | ..... | 6 | 6 |
| Deal's Island, Md., to Maurice River, N. J. | Oysters | 2,500 | 240 | 2,740 | ..... | 2,740 | 4 | 4 | ..... | ..... | ..... |
| Watchpreague, Va., to Chincoteague, Va. |do..... | 800 | 140 | 940 | 865 | 75 | 3 | 3 | ..... | ..... | ..... |
| Cienfuegos, Cuba, to Philadelphia, Pa. | Molasses | 6,500 | 5,000 | 11,500 | 2,500 | 9,000 | 6 | 6 | ..... | 6 | 24 |
| Gloucester, Mass., on fishing cruise. | ..... | 5,000 | ..... | 5,000 | ..... | 5,000 | 14 | 14 | ..... | 14 | 42 |
| Portland, Me., on fishing cruise. | ..... | 13,000 | ..... | 13,000 | 13,000 | ..... | 17 | 17 | ..... | ..... | ..... |
| Hamburg, Ger., to Philadelphia, Pa. | Sugar | 100,000 | 100,000 | 200,000 | 200,000 | ..... | 21 | 21 | ..... | ..... | ..... |
| Hog Island, Va., to Chincoteague, Va. | Oysters | 500 | 100 | 600 | 600 | ..... | 4 | 4 | ..... | ..... | ..... |
| ..... | ..... | 362,800 | 161,430 | 524,230 | 415,235 | 108,995 | 257 | 257 | ..... | 78 | 177 |

CAPE HENRY AND CAPE FEAR.

| | | | | | | | | | | | |
|----------------------------------|--------------|---------|-------|---------|---------|-------|---|---|-------|---|----|
| New York to New Bern, N. C. | General..... | \$2,000 | \$315 | \$2,315 | \$2,050 | \$265 | 4 | 4 | ..... | 4 | 4 |
| Boston, Mass., to Brunswick, Ga. | ..... | 7,000 | ..... | 7,000 | ..... | 7,000 | 7 | 7 | ..... | 5 | 25 |

Life-Saving Service.—Table of

DISTRICT No. 6.—EMBRACING COAST BETWEEN

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|------------------|---|--|---|--------------|----------|
| 1885. Oct. 12 | Two and a half miles east-northeast of station. | Ocracoke | Sc. Thomas Sinnickson, Philadelphia, Pa. | Herron ... | 260 |
| Oct. 14 | Pamlico Sound, 3½ miles north of station. | Cape Hatteras | Sc. Melville, New Berne, N. C. | Jennett... | 13 |
| Oct. 15 | Two and a half miles west by south of station. | Caffey's Inlet | Sc. Weathercock, Norfolk, Va. | Lewis ... | 8 |
| Nov. 5 | Cape Fear Bar | Cape Fear | Sc. Vapor, Philadelphia, Pa. | Chamberlain. | 242 |
| Nov. 9 | Five miles west of station.. | Gull Shoal | Sc. J. and H. Soull, Somers Point, N. J. | Ingersoll .. | 111 |
| Nov. 20 | Five and a half miles north-west of station. | ...do | Sc. Missouri Ann Luther, New Berne, N. C. | Midgett ... | 14 |
| Nov. 30 | One-quarter mile northeast of Caffey's Inlet station. | Caffey's Inlet, Poyner's Hill, and Paul Gamiel's Hill. | Bk. Harkaway, London, Eng. | Short | 773 |
| Dec. 5 | Three hundred and fifty yards north-northeast of station. | Cape Henry | St. sp. Albano,* Sunderland, Eng. | McGregor. | 1,552 |
| Dec. 6 | North Point, Hatteras Inlet, 4 miles southwest of station. | Durant's | Sc. Nellie Wadsworth, Baltimore, Md. | Smith | 61 |
| Dec. 12 | Pamlico Sound, 3 miles west of station. | Little Kinnakeet.. | Sc. H. P. Brown, Cape Hatteras, N. C. | Gray ..... | ..... |
| Dec. 25 | One and a quarter miles north of station. | Seatack | Sl. Davy Crockett, Norfolk, Va. | ..... | ..... |
| Dec. 27 | One and three-quarter miles south by east of Cape Henry station. | Cape Henry and Seatack. | Sc. Lena Hunter, Philadelphia, Pa. | Fisher | 285 |
| 1886. Jan. 9 | Pamlico Sound, three-fourths of a mile west of station. | Chicamicomico .. | Sl. Lydia Ann, Elizabeth City, N. C. | ..... | ..... |
| Jan. 9 | Four and a half miles south-southwest of station. | Little Kinnakeet.. | Sc. Vennor, New Berne, N. C. | Miller | 10 |
| Jan. 9 | Two and a half miles south-southwest of station. | ...do | Sc. Ella, New Berne, N. C. | Williams .. | 7 |
| Jan. 9 | Four miles north of station. | ...do | Sc. Excellent, Hatteras, N. C. | ..... | ..... |
| Jan. 9 | Three miles north-northwest of Creed's Hill Station. | Creed's Hill and Cape Hatteras. | Sc. Hennie, Elizabeth City, N. C. | Scarborough. | 7 |
| Jan. 10 | Pamlico Sound, three-quarters of a mile south-southwest of station. | Little Kinnakeet.. | Sc. Willie T., New Berne, N. C. | Gray | 5 |
| Jan. 13 | Frying Pan Shoals, 5 miles southeast of station. | Cape Fear | Sc. Messenger, Saco, Me. | Falkor ... | 344 |
| Jan. 17 | Three miles south of station. | Little Island | Str. Serpho, Sunderland, England. | Hastia | 1,059 |
| Jan. 18 | Five miles northwest by west of station. | Cape Fear | St. sp. Wrio,* London, England. | Brown ... | 799 |
| Jan. 26 | One mile north of Currituck Inlet Station. | Currituck Inlet, Wash Woods, and Whale's Head. | Sc. Jennie Beasley, Bucksport, Me. | Dow | 204 |
| Feb. 21 | Hatteras Inlet, 4 miles northeast of station. | Ocracoke | Sl. Dunwoodie, Wilmington, Del. | Weecott .. | 40 |
| Mar. 20 | Frying Pan Shoals, 7 miles southeast of station. | Cape Fear | St. sp. Enchantress, Sunderland, England. | Annison .. | 1,056 |
| April 3 | Two miles north of station. | Little Island | Bk. May Queen, Baltimore, Md. | Asquini .. | 184 |

* No assistance required of life-saving crew.

† One person died from exposure after being landed.

casualties, season of 1885-'86—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|-----------------------------------|----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Wilmington, N. C., to Philadelphia, Pa. | Railroad iron, shingles, and tar. | \$4,000 | \$6,000 | \$10,000 | \$1,000 | \$9,000 | 7 | 7 | 7 | 14 | |
| South Creek, N. C., to Cape Hatteras, N. C. | | 300 | | 300 | 300 | | 3 | 3 | | | |
| Van Slyck's Landing, N. C., to Oregon Inlet, N. C. | Lumber, &c. | 1,000 | 250 | 1,250 | 1,250 | | 2 | 2 | | | |
| Philadelphia, Pa., to Wilmington, N. C. | Coal | 5,000 | 900 | 5,900 | | 5,900 | 8 | 8 | | | |
| Norfolk, Va., to Cape Hatteras, N. C. | Lumber | 10,000 | 500 | 10,500 | 10,500 | | 6 | 6 | | | |
| Elizabeth City, N. C., to Chicamocomico, N. C. | Lumber and groceries. | 1,000 | 400 | 1,400 | 1,400 | | 8 | 8 | | | |
| Trapani, Sicily, to Gloucester, Mass. | Salt | 20,000 | 5,000 | 25,000 | | 25,000 | 14 | 14 | 14 | 92 | |
| Philadelphia, Pa., to Baltimore, Md. | | 200,000 | | 200,000 | 200,000 | | 25 | 25 | | | |
| Charleston, S. C., to New Berne, N. C. | Phosphate rock. | 2,000 | 2,000 | 4,000 | | 4,000 | 5 | (1)5 | 4 | 16 | |
| Elizabeth City, N. C., to Big Kinnakeet, N. C. | Fish and wood. | 1,000 | 50 | 1,050 | 1,000 | 50 | 4 | 4 | | | |
| Saint George's Island, Md., to Norfolk, Va. | | 200 | | 200 | | 200 | 2 | 2 | 2 | 4 | |
| Roundout, N. Y., to Washington, D. C. | Stone | 12,000 | 2,000 | 14,000 | | 14,000 | 7 | 7 | 4 | 4 | |
| Collington Island, N. C., to Rodanthe, N. C. | | 200 | | 200 | 150 | 50 | (1) | | | | |
| | | 600 | | 600 | 600 | | (1) | | | | |
| Elizabeth City, N. C., to Big Kinnakeet, N. C. | Corn and merchandise. | 800 | 300 | 1,100 | 900 | 200 | 3 | 3 | | | |
| | | 150 | | 150 | 150 | | (1) | | | | |
| Robinson's Channel, N. C., to Elizabeth City, N. C. | Oysters | 300 | 50 | 350 | 250 | 100 | 3 | 3 | | | |
| | | 700 | | 700 | 700 | | (1) | | | | |
| New York to Brunswick, Ga. | Railroad iron. | 10,000 | 18,040 | 28,040 | 23,040 | 5,000 | 8 | 8 | | | |
| Gibraltar, Spain, to Baltimore, Md. | Iron ore | 60,000 | 2,000 | 62,000 | 62,000 | | 22 | 22 | | | |
| Havre, France, to Wilmington, N. C. | Guano | 97,330 | 48,010 | 145,340 | 145,340 | | 22 | 22 | | | |
| Clark's Cove, Mass., to Wilmington, N. C. | do. | 8,000 | 6,000 | 14,000 | 280 | 13,720 | 7 | 7 | 7 | 61 | |
| Washington, N. C., to Hatteras, N. C. | Merchandise. | 1,000 | 200 | 1,200 | 1,200 | | 4 | 4 | | | |
| Baltimore, Md., to Havana, Cuba. | Coal shooks, and barrels. | 60,000 | 5,000 | 65,000 | 53,000 | 12,000 | 23 | 23 | | | |
| San Andres, S. A., to Baltimore, Md. | Cocoanuts | 4,000 | 7,700 | 11,700 | 2,600 | 9,100 | 8 | 8 | 8 | 32 | |

No one on board.

Life-Saving Service.—Table of

DISTRICT No. 6.—EMBRACING COAST BETWEEN

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|----------------|---|-------------------|---------------------------------|--------------|----------|
| 1886. May 2 | One-half mile west north-west of station. | Big Kinnakeet.... | Sl. Pic-Nic, New Berne, N. C. | Scarborough. | 10 |
| June 25 | | Gull Shoal..... | So. Vennor, New Berne, N. C. | Price..... | 10 |
| | | Total..... | | | |

DISTRICT No. 7.—COASTS OF SOUTH CAROLINA.

| | | | | | |
|-------------------|---|--------------------|---------------------------------------|----------|-----|
| 1885. Oct. 22 | One and one-half miles south of station. | Biscayne Bay..... | Sl. Belle of the Cape, Key West, Fla. | | |
| 1886. April 19 | Five and a half miles south-southeast of station. | Gilbert's Bar..... | Brge. J. H. Lane, Searspport, Mo. | Shute... | 391 |
| | Total..... | | | | |

DISTRICT No. 8.—EMBRACING GULF

| | | | | | |
|------------------|--|------------------|------------------------------------|------------|----|
| 1885. Sept. 4 | Southeast end of Pelican Island. | Saluria..... | So. Doris and Doris, Boston, Mass. | Resmussen | 39 |
| Sept. 4 | Saint Joseph's Island..... | Aransas..... | Cat-boat Laura, Laredo, Tex. | | |
| Sept. 19 | One-half mile west north-west of station. | do..... | So. Emma Thornton, Brashear, La. | Echaerria. | 58 |
| Oct. 25 | Brazos Bar..... | Brazos..... | So. Ada, Brazos, Santiago, Tex. | Baker..... | 31 |
| 1886. Mar. 8 | Southeast point of Padre Island. | do..... | So. Lottie Mayo, Brashear, La. | Campbell. | 41 |
| Mar. 11 | do..... | do..... | So. Phoenix, Lake Charles, La. | Dobberton | 63 |
| June 7 | Middle ground, San Luis Pass. | San Luis..... | So. Sunrise, Galveston, Tex. | Johnson.. | 5 |
| June 14 | Two miles southeast of station. | Sabine Pass..... | So. Quintana, Galveston, Tex. | Anderson. | 32 |
| June 14 | One mile north-northwest of station. | do..... | Str. Idler, † New Orleans, La. | Plummer. | 15 |
| June 14 | Musquite Point, 2½ miles north-northwest of station. | do..... | So. Eva, † Brashear, La. | Vaughn.. | 13 |
| | Total..... | | | | |

DISTRICT No. 9.—EMBRACING

| | | | | | |
|-----------------|---|-------------------|--|--|----|
| 1885. July 4 | Indiana Chute, Falls of the Ohio. | Louisville..... | Skiff, Louisville, Ky.. | | |
| July 6 | One-half mile west of station. | Cleveland..... | Cat-boat Patay and Jim, Cleveland, Ohio. | | |
| July 9 | One-quarter mile north-west of station. | Salmon Creek..... | Skiff, Emma, Salmon Creek, N. Y. | | |
| July 18 | Horseshoe Reef..... | Buffalo..... | St. y. Ideal, † Buffalo, N. Y. | | 41 |

* No one on board.

casualties, season of 1885-'86—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|-----------------|----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| From Kinnakeet, N. C. | | \$800 | | \$800 | \$300 | \$500 | (*) | | | | |
| Elizabeth City, N. C., to Kinnakeet, N. C. | Ice and lumber. | 600 | \$150 | 750 | 750 | | 5 | 5 | | | |
| | | 509, 980 | 104, 865 | 614, 845 | 508, 760 | 106, 085 | 207 | 207 | | 55 | 252 |

GEORGIA, AND EASTERN FLORIDA.

| | | | | | | | | | | | |
|---------------------------------------|---------------|---------|---------|---------|-------|---------|---|---|---|---|----|
| Key West, Fla., to Indian River, Fla. | Provisions .. | \$200 | \$100 | \$300 | \$280 | \$20 | 1 | 1 | | | |
| Matanzas, Cuba, to Philadelphia, Pa. | Molasses.... | 16, 000 | 18, 640 | 29, 640 | | 29, 640 | 8 | 7 | 1 | 7 | 42 |
| | | 16, 200 | 18, 740 | 29, 940 | 280 | 29, 660 | 9 | 8 | 1 | 7 | 42 |

COAST OF THE UNITED STATES.

| | | | | | | | | | | | |
|---|--------------|----------|--------|----------|---------|----------|----|----|--|---|----|
| Morgan City, La., to Corpus Christi, Tex. | Lumber | \$4, 000 | \$800 | \$4, 800 | \$400 | \$4, 400 | 4 | 4 | | 4 | 10 |
| Laredo, Tex., to Rockport, Tex. | | 250 | | 250 | 250 | | 3 | 3 | | | |
| Calcasieu, La., to Corpus Christi, Tex. | Lumber | 3, 000 | 750 | 3, 750 | 3, 750 | | 3 | 3 | | | |
| From Brazos, Santiago, Tex. | | 2, 300 | | 2, 300 | 2, 300 | | 4 | 4 | | | |
| Point Isabel, Tex., to Galveston, Tex. | Bones..... | 5, 000 | 1, 000 | 6, 000 | 6, 000 | | 3 | 3 | | | |
| Lake Charles, La., to Brazos Santiago, Tex. | Lumber | 3, 500 | 500 | 4, 000 | 300 | 3, 700 | 4 | 4 | | 4 | 4 |
| Brazos River, Tex., to Galveston, Tex. | Wood..... | 800 | 20 | 820 | 820 | | 2 | 2 | | | |
| Galveston, Tex., to Calcasieu, La. | | 1, 500 | | 1, 500 | 1, 500 | | 3 | 3 | | | |
| | | 1, 000 | | 1, 000 | 500 | 500 | 1 | 1 | | | |
| Galveston, Tex., to Mermontean, La. | General | 800 | 400 | 1, 200 | 1, 200 | | 2 | 2 | | | |
| | | 22, 150 | 3, 470 | 25, 620 | 17, 020 | 8, 600 | 29 | 29 | | 8 | 14 |

LAKES ONTARIO AND ERIE.

| | | | | | | | | | | | |
|---------------------------------------|--|--------|--|--------|--------|--|---|---|--|---|---|
| Louisville, Ky., on pleasure trip. | | \$5 | | \$5 | \$5 | | 4 | 4 | | | |
| Cleveland, Ohio, on pleasure trip. | | 25 | | 25 | 25 | | 2 | 2 | | | |
| Salmon Creek, N. Y., on fishing trip. | | 35 | | 35 | 35 | | 3 | 3 | | 3 | 3 |
| Buffalo, N. Y., to Black Rock, N. Y. | | 3, 000 | | 3, 000 | 3, 000 | | 4 | 4 | | | |

† No assistance by life-saving crew.

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|----------|---|-------------------|--|--------------|----------|
| 1885. | | | | | |
| July 19 | Reef above cross-dam, Falls of the Ohio. | Louisville | Str. Buckeye State, Cincinnati, Ohio. | Vinton.... | 670 |
| Aug. 15 | One-quarter of a mile west of station. | Cleveland..... | Yht. Trio, Cleveland, Ohio. | ..... |  |
| Aug. 20 | Eighty yards northeast of station. | Buffalo..... | Ferry Scow, Buffalo, N. Y. | ..... |  |
| Sept. 1 | One mile west of station.... | Point Marblehead. | Sc. Mollie Harnet, Port Clinton, Ohio. | ..... |  |
| Sept. 3 | Three-quarters of a mile north of station. | Charlotte | Canoe-yacht, Rochester, N. Y. | ..... |  |
| Sept. 12 | Two and a half miles north of station. | Point Marblehead. | Sl. Tidal Wave, Kelley's Island, Ohio. | ..... |  |
| Sept. 13 | Cross-dam, Falls of the Ohio. | Louisville | Flat, Louisville, Ky... | ..... |  |
| Sept. 16 | One-half mile northeast of station. | Charlotte | Sl. Emily, Rochester, N. Y. | ..... |  |
| Sept. 16 | Cross-dam, Falls of the Ohio. | Louisville | Skiff, Louisville, Ky.. | ..... |  |
| Sept. 21 | Fifteen miles west of station. | Oswego..... | Sc. Trader, Oswego, N. Y. | Gibson ... | 14 |
| Sept. 22 | One mile north of station.. |do | Sl. y. Plover, Oswego, N. Y. | ..... |  |
| Sept. 23 | One-half mile north-northeast of station. | Erie | Two Skiffs, Wallaceburg, Ontario. | ..... |  |
| Sept. 22 | One-half mile southwest of station. | Cleveland..... | Sl. y. Creon, Cleveland, Ohio. | ..... |  |
| Sept. 23 |do |do | Sl. y. Commodore Gardner, Cleveland, Ohio. | ..... |  |
| Sept. 22 | Three hundred and thirty yards east of station. | Point Marblehead. | Sc. Oak Leaf,† Tons-saint, Ohio. | Schumacher. | 36 |
| Sept. 23 | One mile northeast of station. | Charlotte | Sc. John R. Noyes, Oswego, N. Y. | Bough | 316 |
| Sept. 30 | Horseshoe Reef..... | Buffalo | Str. George S. Donaldson, Buffalo, N. Y. | Petrie | 14 |
| Oct. 3 | One-eighth mile east of station. | Oswego | B'ge Hattie L. Johnson, Ogdensburg, N. Y. | Murphy .. | 227 |
| Oct. 3 | One-half mile northwest of station. | Cleveland | Sl. y. Lady Ida, Cleveland, Ohio. | ..... |  |
| Oct. 4 | One-half mile east of station. | Oswego..... | B'ge Tuscarora, Ogdensburg, N. Y. | Brunette .. | 405 |
| Oct. 4 | One and one-half miles northeast of station. | Fairport..... | Fish-boat White Fawn, Fairport, Ohio. | ..... |  |
| Oct. 7 | One-quarter of a mile south of station. |do | Str. George R. Paige,† Fairport, Ohio. | Hawkins .. | 24 |
| Oct. 12 | Six hundred and seventy yards north of station. |do | Sc. H. P. Murry, Oakville, Ontario. | Berry | 166 |
| Oct. 14 | One-half mile east of station. | Oswego..... | Sl. y. Sea Gull, Oswego, N. Y. | ..... |  |
| Oct. 22 | Cross-dam, Falls of the Ohio. | Louisville | Flatboat, Pittsburgh, Pa. | ..... |  |
| Oct. 27 | Seven miles south of station. | Point Marblehead. | Sc. Mary Amelia, Detroit, Mich. | Brouty ... | 69 |
| Oct. 29 | One-quarter of a mile west of station. | Oswego..... | Sc. Addie Mambery, Sackett's Harbor, N. Y. | Bailey | 42 |
| Oct. 30 | One-quarter of a mile northwest of station. |do | Sc. George B. Sloan, Oswego, N. Y. | McDowell.. | 314 |
| Oct. 30 | Kentucky Chute, Falls of the Ohio. | Louisville | Open flat, Louisville, Ky. | ..... |  |
| Nov. 7 | Falls of the Ohio |do | Open flat, Louisville, Ky. | ..... |  |
| Nov. 8 |do |do | Flat-boat, Cairo, Ill. | ..... |  |
| Nov. 11 |do |do | Shanty-boat, Gallipolia, Ohio. | ..... |  |
| Nov. 12 |do |do | Skiff, Jeffersonville, Ind. | ..... |  |

* No one on board.

† Extricated from dangerous position and saved from destruction.

casualties, season of 1885-'86—Continued.

LAKES ONTARIO AND ERIE.—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|----------------------|----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Cincinnati, Ohio, to Memphis, Tenn. | Miscellaneous. | \$40,000 | \$25,000 | \$65,000 | \$65,000 | ..... | 115 | 115 | ..... | ..... | ..... |
| Cleveland, Ohio, on pleasure trip. | | 60 | ..... | 60 | 60 | ..... | 2 | 2 | ..... | ..... | ..... |
| From Buffalo, N. Y. | | 25 | ..... | 25 | 25 | ..... | 16 | 16 | ..... | 1 | 1 |
| From Lakeside, Ohio .. | | 550 | ..... | 550 | 500 | \$50 | 2 | 2 | ..... | ..... | ..... |
| From Charlotte, N. Y . | | 100 | ..... | 100 | 100 | ..... | 1 | 1 | ..... | ..... | ..... |
| Point Marblehead, Ohio, to Kelley's Island, Ohio. | | 50 | ..... | 50 | 50 | ..... | 2 | 2 | ..... | ..... | ..... |
| Louisville, Ky., on pleasure trip. | | 5 | ..... | 5 | 5 | ..... | 5 | 5 | ..... | ..... | ..... |
| From Charlotte, N. Y. . | | 200 | ..... | 200 | 200 | ..... | 3 | 3 | ..... | ..... | ..... |
| Louisville, Ky., on fishing trip. | | 10 | ..... | 10 | 10 | ..... | 2 | 2 | ..... | ..... | ..... |
| Stony Island, N. Y., to Fair Haven, N. Y. | Cedar posts. | 1,000 | 25 | 1,025 | 950 | 75 | 2 | 2 | ..... | ..... | ..... |
| Oswego, N. Y., on pleasure trip. | | 40 | ..... | 40 | 40 | ..... | 1 | 1 | ..... | ..... | ..... |
| Wallaceburg, Ontario, to Cleveland, Ohio. | | 20 | ..... | 20 | 20 | ..... | 3 | 3 | ..... | 3 | 6 |
| Adrift | | 275 | ..... | 275 | 50 | 225 | (*) | ..... | ..... | ..... | ..... |
|do | | 400 | ..... | 400 | 100 | 300 | (*) | ..... | ..... | ..... | ..... |
| Oak Harbor, Ohio, to Marblehead, Ohio. | Wood. | 1,000 | 90 | 1,090 | 1,080 | 10 | 4 | 4 | ..... | ..... | ..... |
| Oswego, N. Y., to Charlotte, N. Y. | | 6,000 | ..... | 6,000 | 4,000 | 2,000 | 7 | 7 | ..... | ..... | ..... |
| Buffalo, N. Y., to Tonawanda, N. Y. | | 4,000 | ..... | 4,000 | 4,000 | ..... | 4 | 4 | ..... | ..... | ..... |
| Fair Haven, N. Y., to Montreal, Canada. | Coal | 3,500 | 1,825 | 5,325 | 1,225 | 4,100 | 6 | 6 | ..... | 6 | 6 |
| Cleveland, Ohio, on pleasure trip. | | 100 | ..... | 100 | 100 | ..... | 5 | 5 | ..... | ..... | ..... |
| Fair Haven, N. Y., to Brockville, Ont. | Coal | 4,000 | 2,425 | 6,425 | ..... | 6,425 | 8 | 8 | ..... | 8 | 8 |
| Fairport, Ohio, on fishing trip. | Fish | 100 | 5 | 105 | 90 | 15 | 4 | 4 | ..... | ..... | ..... |
| Lying at dock at Fairport, Ohio. | | 10,500 | ..... | 10,500 | 10,000 | 500 | (*) | ..... | ..... | ..... | ..... |
| Leamington, Ont., to Kingston, Ont. | Wheat. | 5,000 | 10,000 | 15,000 | 15,000 | ..... | 6 | 6 | ..... | ..... | ..... |
| Oswego, N. Y., on hunting expedition. | | 100 | ..... | 100 | 100 | ..... | 2 | 2 | ..... | ..... | ..... |
| Pittsburgh, Pa., to Green River, Kv. | | 500 | ..... | 500 | 500 | ..... | 2 | 2 | ..... | ..... | ..... |
| Amherstburg, Ont., to Sandusky City, Ohio. | | 1,000 | ..... | 1,000 | 1,000 | ..... | 4 | 4 | ..... | ..... | ..... |
| Sackett's Harbor, N. Y., to Oswego, N. Y. | Lumber. | 2,000 | 675 | 2,675 | 675 | 2,000 | 3 | 3 | ..... | ..... | ..... |
| Ogdensburg, N. Y., to Oswego, N. Y. | | 9,000 | ..... | 9,000 | ..... | 9,000 | 6 | 5 | 1 | ..... | ..... |
| Louisville, Ky., on pleasure trip. | | 5 | ..... | 5 | 5 | ..... | 2 | 2 | ..... | ..... | ..... |
|do | | 5 | ..... | 5 | 5 | ..... | 1 | 1 | ..... | ..... | ..... |
| Louisville, Ky., to Cairo, Ill. | | 35 | ..... | 35 | 35 | ..... | 1 | 1 | ..... | ..... | ..... |
| Gallipolis, Ohio, to Evansville, Ind. | Household furniture. | 200 | 100 | 300 | 300 | ..... | 2 | 2 | ..... | ..... | ..... |
| Jeffersonville, Ind., to Louisville, Ky. | | 10 | ..... | 10 | 10 | ..... | 1 | 1 | ..... | ..... | ..... |

† Saved from destruction by fire.

Life-Saving Service.—Table of
DISTRICT No. 9.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|----------|--|-------------------|--|----------------|----------|
| 1885. | | | | | |
| Nov. 29 | Near Hanford's Landing... | Charlotte | Skiff, Rochester, N. Y. | ..... | ..... |
| Dec. 1 | Horseshoe Reef | Buffalo | Str. Philadelphia,* Erie, Pa. | Walsh | 1,464 |
| Dec. 4 | Lime Kiln Shoals |do | Str. Oregon,* Buffalo, N. Y. | Miner | 536 |
| Dec. 20 | Falls of the Ohio | Louisville | Shanty-boat, Cincin- nati, Ohio. | ..... | ..... |
| Dec. 29 | Indiana Chute, Falls of the Ohio. |do | Skiff Margie, Louis- ville, Ky. | ..... | ..... |
| 1886. | | | | | |
| April 5 | Two miles east of station.. | Point Marblehead. | Str. Myrtle, Sand- usky, Ohio. | Dayton | 19 |
| April 6 | One and a half miles west of station. |do | Fish-boat, Lakeside, Ohio. | ..... | ..... |
| April 8 | West Harbor Reef |do | Str. Irwin, Sandusky, Ohio. | Peck | 17 |
| April 15 | One and a half miles north of station. | Erie | Str. John H. Thomp- son, Erie, Pa. | ..... | ..... |
| April 24 | Four miles east of station.. | Charlotte | Scow Henry Jansen, Rochester, N. Y. | ..... | ..... |
| April 25 | Falls of the Ohio | Louisville | Skiff Stacie May, Louisville, Ky. | ..... | ..... |
| April 25 |do |do | Skiff J. McMain, Louisville, Ky. | ..... | ..... |
| April 28 | Six miles southeast of sta- tion. | Point Marblehead. | Sc. J. B. Kitchen,* Cleveland, Ohio. | Peterson | 267 |
| April 30 | Four miles north-north- west of station. | Erie | Str. Edith, Erie, Pa.... | Phlater | 10 |
| May 2 | Falls of the Ohio | Louisville | Skiff Robert Clarke, Louisville, Ky. | ..... | ..... |
| May 9 | Five hundred feet north of station. | Cleveland | Row-boat, Cleveland, Ohio. | ..... | ..... |
| May 9 | Falls of the Ohio | Louisville | Flat, Louisville, Ky... | ..... | ..... |
| May 11 | Three hundred and fifty yards northwest of sta- tion. | Buffalo | Str. Arabia,; Buffalo, N. Y. | Shea | 1,305 |
| May 11 | Falls of the Ohio | Louisville | Skiff, Jeffersonville, Ind. | ..... | ..... |
| May 15 | Off Buffalo | Buffalo | Twelve Skiffs, Buffa- lo, N. Y. | ..... | ..... |
| May 16 | Two hundred and fifty yards north of station. | Cleveland | Row-boat Carrie, Cleveland, Ohio. | ..... | ..... |
| May 17 | Falls of the Ohio | Louisville | Skiff Bettie, Louis- ville, Ky. | ..... | ..... |
| May 18 | One-quarter of a mile northwest of station. | Cleveland | Cat-boat, Cleveland, Ohio. | ..... | ..... |
| May 27 | Falls of the Ohio | Louisville | Str. Ghent, Ghent, Ky. | ..... | ..... |
| May 30 |do |do | Skiff, Louisville, Ky... | ..... | ..... |
| June 4 | Starve Island Reef, 8 miles west-northwest of sta- tion. | Point Marblehead. | Str. David W. Rust, Milwaukee, Wis. | Lund | 804 |
| June 6 | Falls of the Ohio | Louisville | Skiff, Louisville, Ky.. | ..... | ..... |
| June 8 |do |do | Flat, Louisville, Ky... | ..... | ..... |
| June 12 | One-third of a mile north- west of station. | Cleveland | Canoe Fannie L., Cleveland, Ohio. | ..... | ..... |
| June 14 | Falls of the Ohio | Louisville | Flat, Louisville, Ky... | ..... | ..... |
| June 17 | One and a half miles south- west of station. | Buffalo | Sc. Martha Allen, Buf- falo, N. Y. | ..... | ..... |
| June 17 | Two hundred yards north- west of station. | Cleveland | Sl. v. Silver Spray, Cleveland, Ohio. | ..... | ..... |

* No assistance required of life-saving crew.

† No one on board.

casualties, season of 1885-'86—Continued.

LAKES ONTARIO AND ERIE—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|--------------------------------|----------------------------|---------------------------|-----------------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| From Rochester, N. Y. Chicago, Ill., to Buffalo, N. Y. | Flour, feed, and oil-cake. | \$50 100,000 | \$25,000 | \$50 125,000 | \$50 125,000 | | 1 26 | 1 26 | | | |
| Tonawanda, N. Y., to Buffalo, N. Y. | | 35,000 | | 35,000 | 35,000 | | 9 | 9 | | | |
| Cincinnati, Ohio, on a trip down the Ohio River. | | 50 | | 50 | 50 | | 2 | 2 | | | |
| Louisville, Ky., on pleasure trip. | | 15 | | 15 | 15 | | 2 | 2 | | | |
| Marblehead, Ohio, to Sandusky, Ohio. | Barrel headings. | 6,000 | 90 | 6,090 | 6,090 | | 6 | 6 | | | |
| | | 100 | | 100 | 95 | \$5 | (f) | | | | |
| Sandusky, Ohio, fishing. | Fish | 4,000 | 200 | 4,200 | 4,200 | | 3 | 3 | | | |
| From fishing trip to Erie, Pa. | do. | 1,500 | 200 | 1,700 | 1,700 | | 4 | 4 | | | |
| | Pile driver and machinery. | 700 | 1,000 | 1,700 | 1,700 | | 4 | 4 | | | |
| Louisville, Ky., fishing. | | 15 | | 15 | 15 | | 3 | 3 | 3 | 3 | |
| Louisville, Ky., on pleasure trip. | | 15 | | 15 | 15 | | 5 | 5 | | | |
| Cleveland, Ohio, to Sandusky, Ohio. | Oil, lumber, and hardware. | 7,000 | 9,000 | 16,000 | 15,500 | 500 | 8 | 8 | | | |
| From fishing trip to Erie, Pa. | Fish | 2,000 | 100 | 2,100 | 2,100 | | 5 | 5 | | | |
| Louisville, Ky., on pleasure trip. | | 5 | | 5 | 5 | | 2 | 2 | | | |
| Cleveland, Ohio, on pleasure trip. | | 30 | | 30 | 30 | | 2 | 2 | | | |
| Louisville, Ky., on pleasure trip. | | 5 | | 5 | 5 | | 4 | 4 | | | |
| Chicago, Ill., to Buffalo, N. Y. | Flour, merchandise, and grain. | 115,000 | 33,000 | 148,000 | 148,000 | | 25 | 25 | | | |
| Jeffersonville, Ind., to Louisville, Ky. | | 10 | | 10 | 10 | | 1 | 1 | | | |
| Adrift | | 300 | | 300 | 300 | | (f) | | | | |
| Cleveland, Ohio, on pleasure trip. | | 30 | | 30 | 30 | | 4 | 4 | | | |
| Louisville, Ky., on pleasure trip. | | 15 | | 15 | 15 | | 3 | 3 | | | |
| Cleveland, Ohio, on pleasure trip. | | 50 | | 50 | 50 | | 3 | 3 | | | |
| From Madison, Ind. | | 3,000 | | 3,000 | 3,000 | | 6 | 6 | | | |
| Louisville, Ky., on pleasure trip. | | 10 | | 10 | 10 | | 6 | 6 | | | |
| Escanaba, Mich., to Erie, Pa. | Iron ore | 75,000 | 6,000 | 81,000 | 79,000 | 2,000 | 17 | 17 | | | |
| Louisville, Ky., on pleasure trip. | | 10 | | 10 | 10 | | 2 | 2 | | | |
| do. | | 5 | | 5 | 5 | | 2 | 2 | | | |
| From Cleveland, Ohio. | | 125 | | 125 | 125 | | 1 | 1 | | | |
| Louisville, Ky., on pleasure trip. | | 5 | | 5 | 5 | | 5 | 4 | 4 | | |
| Buffalo, N. Y., to Dunnville, Ontario. | Mineral oil | 150 | 50 | 200 | 150 | 50 | 1 | 1 | | | |
| Adrift | | 200 | | 200 | 200 | | (f) | | | | |

† No assistance by life-saving crew.

Life-Saving service.—Table of
DISTRICT No. 9.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|---|------------------|-----------------------------------|------------|----------|
| 1886. | | | | | |
| June 23 | Five hundred yards south-east of station. | Erie..... | So. Lisde A. Law, Chicago, Ill. | Leith..... | 747 |
| June 25 | Falls of the Ohio..... | Louisville..... | Sail-boat Petrol, Louisville, Ky. | ..... | ..... |
| June 26 |do..... |do..... | Flat, Pittsburgh, Pa..... | ..... | ..... |
| June 26 |do..... |do..... | Eight Barges, Pittsburgh, Pa. | ..... | ..... |
| June 26 |do..... |do..... | St. y. Arrow, Louisville, Ky. | Evans..... | 10 |
| | Total..... | ..... | ..... | ..... | ..... |

DISTRICT No. 10.—EMBRACING

| | | | | | |
|----------|---|---------------------|---|----------------|-------|
| 1885. | | | | | |
| July 17 | Two miles west-northwest of station. | Middle Island.... | So. W. T. Chappell, Bay City, Mich. | Carson.... | 40 |
| July 28 | One and a half miles east of station. | Sand Beach..... | Fish-boat Irene, Sand Beach, Mich. | ..... | ..... |
| Aug. 2 | Two miles northeast of station. |do..... | Lighter William Moore, Pequaming, Mich. | ..... | ..... |
| Aug. 3 | Sand Beach Harbor..... |do..... | So. Young America, Port Huron, Mich. | Barna..... | 243 |
| Aug. 3 | Twenty-eight miles south of station. |do..... | So. Havana, Vermilion, Ohio. | Gondancon..... | 306 |
| Aug. 13 | One and a half miles south-east of station. |do..... | Str. Saginaw Valley, East Saginaw, Mich. | Reatch..... | 726 |
| Aug. 14 | Northwest and southeast of station. | Point aux Barques | Raft of logs, Rifle River, Mich. | ..... | ..... |
| Aug. 19 | Two miles north of station. | Sand Beach..... | So. Fame, Detroit, Mich. | Quinson.... | 282 |
| Sept. 8 | Ten miles north of station. | Sturgeon Point... | So. Genesee Chief, Port Huron, Mich. | Soulesau.... | 375 |
| Sept. 9 | Seven miles northeast of station. | Ottawa Point.... | So. D. K. Clint, Milwaukee, Wis. | Clement.... | 729 |
| Sept. 9 | North Point Reef..... | Thunder Bay Island. | Str. J. S. Fay, Cleveland, Ohio. | Holmes..... | 1,229 |
| Sept. 10 | Ten miles northeast of station. | Sand Beach..... | So. J. Bently, Toronto, Ontario. | Peace..... | 450 |
| Sept. 23 | One and one-quarter miles southeast of station. |do..... | So. Pensaukee, Troy, N. Y. | Larsen..... | 555 |
| Oct. 2 | One mile east of station.... | Two Heart River. | Small schooner (without name), Muskallonge Lake, Mich. | ..... | ..... |
| Oct. 5 | Opposite life-saving station. | Crispe..... | Small schooner (without name), Sault Sainte Marie, Ontario. | ..... | ..... |
| Oct. 7 | One and one-half miles south of station. | Ship Canal..... | Str. Nyack, Buffalo, N. Y. | ..... | 1,257 |
| Oct. 8 | One-half mile east of station. | Hammond's Bay.. | Fish-boat Plow Boy, Hammond's Bay, Mich. | ..... | ..... |
| Oct. 13 | Off Sand Beach Harbor.... | Sand Beach..... | Ego, George Kelly, Saint Clair, Mich. | Dana..... | 371 |
| Oct. 14 | One hundred yards east of station. | Muskallonge Lake | Sail-boat..... | ..... | ..... |
| Oct. 21 | Alcona, 4 miles north of station. | Sturgeon Point... | So. New Hampshire, Detroit, Mich. | Drouty.... | 94 |
| Nov. 1 | Harrisville, 4 miles south of station. |do..... | So. Snow Drop, Port Huron, Mich. | Buzzard.... | 190 |

casualties, season of 1885-'86—Continued.

LAKES ONTARIO AND ERIE—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|--------------|----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Erie, Pa., to Chicago, Ill. | Coal..... | \$30,000 | \$9,000 | \$39,000 | \$39,000 | ..... | 9 | 9 | ..... | ..... | ..... |
| Louisville, Ky., on pleasure trip. | ..... | 40 | ..... | 40 | 40 | ..... | 1 | 1 | ..... | ..... | ..... |
| Pittsburgh, Pa., to Saint Louis, Mo. | Coal..... | 150 | 225 | 375 | 375 | ..... | 1 | 1 | ..... | ..... | ..... |
|do..... |do..... | 9,600 | 7,200 | 16,800 | 16,800 | ..... | ..... | ..... | ..... | ..... | ..... |
| Louisville, Ky., to Arctic Springs, Ind. | ..... | 1,500 | ..... | 1,500 | 1,500 | ..... | 48 | 48 | ..... | ..... | ..... |
| ..... | ..... | 484,540 | 131,210 | 615,750 | 588,490 | \$27,260 | 455 | 454 | 1 | 24 | 27 |

LAKES HURON AND SUPERIOR.

| | | | | | | | | | | | |
|--|----------------------|---------|--------|---------|---------|-------|-------|-------|-------|-------|-------|
| Mackinac Island, Mich., to Bay City, Mich. | Gravel..... | \$3,500 | \$150 | \$3,650 | \$2,925 | \$725 | 3 | 3 | ..... | ..... | ..... |
| Sand Beach, Mich., fishing. | Fish..... | 250 | 10 | 260 | 255 | 5 | 2 | 2 | ..... | ..... | ..... |
| Pegunaming, Mich., to Detroit, Mich. | Lumber and shingles. | 1,000 | 2,500 | 3,500 | 3,500 | ..... | (*) | ..... | ..... | ..... | ..... |
| Black River, Ohio, to Owen Sound, Ontario. | Oil and coal. | 7,000 | 2,000 | 9,000 | 8,000 | 1,000 | 6 | 6 | ..... | ..... | ..... |
| Marquette, Mich., to Cleveland, Ohio. | Iron-ore..... | 7,000 | 2,000 | 9,000 | 6,700 | 2,300 | 7 | 7 | ..... | ..... | ..... |
| Goderich, Ontario, to Sand Beach, Mich. | General merchandise. | 45,000 | 1,000 | 46,000 | 45,000 | 1,000 | 135 | 135 | ..... | ..... | ..... |
| Rifle River, Mich., to Marysville, Mich. | ..... | 20,000 | ..... | 20,000 | 12,000 | 8,000 | ..... | ..... | ..... | ..... | ..... |
| Harrisville, Mich., to Detroit, Mich. | Lumber and wood. | 3,500 | 3,500 | 7,000 | 7,000 | ..... | 7 | 7 | ..... | ..... | ..... |
| Black River, Mich., to Cleveland, Ohio. | Lumber..... | 2,500 | 4,500 | 7,000 | 5,550 | 1,450 | 7 | 7 | ..... | ..... | ..... |
| Buffalo, N. Y., to Milwaukee, Wis. | Coal..... | 20,000 | 7,000 | 27,000 | 26,500 | 500 | 7 | 7 | ..... | ..... | ..... |
| Duluth, Minn., to Buffalo, N. Y. | Wheat..... | 35,500 | 45,950 | 81,450 | 79,150 | 2,300 | 22 | 22 | ..... | ..... | ..... |
| Big Inlet, Ontario, to Tonawanda, N. Y. | Lumber..... | 10,000 | 8,000 | 18,000 | 14,500 | 3,500 | 6 | 6 | ..... | ..... | ..... |
| Charlotte, N. Y., to Chicago, Ill. | Coal..... | 18,000 | 3,450 | 21,450 | 18,450 | 3,000 | 9 | 9 | 9 | 9 | ..... |
| Vermilion Point, Mich., to Grand Marais, Mich. | ..... | 75 | ..... | 75 | 75 | ..... | 2 | 2 | 2 | 2 | ..... |
| Adrift..... | ..... | 200 | ..... | 200 | 200 | ..... | (*) | ..... | ..... | ..... | ..... |
| Buffalo, N. Y., to Duluth, Minn. | General..... | 80,000 | 30,000 | 110,000 | 110,000 | ..... | 36 | 36 | ..... | ..... | ..... |
| Rogers City, Mich., to Hammond's Bay, Mich. | ..... | 300 | ..... | 300 | 270 | 30 | 1 | 1 | ..... | ..... | ..... |
| Oscoda, Mich., to Toledo, Ohio. | Lumber..... | 3,000 | 9,000 | 12,000 | 12,000 | ..... | 5 | 5 | ..... | ..... | ..... |
| To Whitefish Point.... | ..... | 65 | ..... | 65 | 60 | 5 | 4 | 4 | ..... | ..... | ..... |
| Detroit, Mich., to Alcona, Mich. | Wood..... | 2,000 | 100 | 2,100 | 75 | 2,025 | 3 | 3 | ..... | ..... | ..... |
| Harrisville, Mich., to Detroit, Mich. | Lumber..... | 3,000 | 3,000 | 6,000 | 5,700 | 300 | 6 | 6 | ..... | ..... | ..... |

* No one on board.

Life-Saving Service.—Table of

DISTRICT No. 10.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|--------|--|---------------------|---|-------------|----------|
| 1885. | | | | | |
| Nov. 7 | Two and a half miles east of station. | Hammond's Bay.. | Sc. Robin, Spensville, Mich. | ..... | ..... |
| Nov. 8 | Opposite life-saving station. | Two Heart River. | Small boat, Crisp's Point, Mich. | ..... | ..... |
| Dec. 4 | One-quarter of a mile north-east of station. | Sand Beach | Str. City of Concord, Port Huron, Mich. | Hebner .. | 441 |
| 1886. | | | | | |
| May 9 | Three miles southwest of station. | Middle Island | Sc. John Rice, * Saint Clair, Mich. | Hubbard .. | 154 |
| May 15 | Crooked Island, 5 miles west-northwest of station. | Thunder Bay Island. | Sc. Alice, Alpena, Mich. | Thompson .. | 8 |
| June 1 | Two miles southeast of station. | Middle Island | Str. Robert Boyd, East Saginaw, Mich. | Pearson .. | 34 |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 11.—EMBRACING

| | | | | | |
|----------|---|-----------------------|-------------------------------------|--------------|-------|
| 1885. | | | | | |
| July 16 | Reef, nine miles southwest of station. | North Manitou Island. | Sc. Comanche, Oswego, N. Y. | Becker ... | 322 |
| July 19 | Four miles west-northwest of station. | Ludington | Sc. Ida Jane, Manistee, Mich. | Torrent ... | 14 |
| July 19 | Two miles northeast of station. | Milwaukee | Row-boat, Milwaukee, Wis. | ..... | ..... |
| July 28 | Two hundred yards south of station. | Chicago | Str. Cuba, Buffalo, N. Y. | Young | 1,526 |
| Aug. 2 | One mile south of station.. |do | Str. Bret Harte, Chicago, Ill. | Walsh | 28 |
| Aug. 2 | Eight miles north of station. | Evanston | Sc. Jamaica, Oswego, N. Y. | Haurigan .. | 318 |
| Aug. 3 | Six hundred yards south of station. | Chicago | Sl. Rambler, Erie, Pa. | St. Clair .. | 11 |
| Aug. 11 | One mile south of station.. | Evanston | Canoe, Chicago, Ill. .... | ..... | ..... |
| Aug. 12 | One-half mile southeast of station. | Two Rivers | Sl. Splash, Manitowoc, Wis. | ..... | ..... |
| Aug. 17 | Two hundred yards east of station. | Muskegon | Sc. John Bean, jr., Chicago, Ill. | Castello .. | 157 |
| Aug. 17 | Two and a half miles east of station. | Racine | Yawl, Racine, Wis. .... | ..... | ..... |
| Aug. 20 | Four hundred yards from station. | Muskegon | Sloop, Muskegon, Mich. | ..... | ..... |
| Aug. 24 | Six miles east-southeast of station. | Two Rivers | Str. Thomas Spear, Escanaba, Mich. | Blain | 83 |
| Aug. 27 | Three-quarters of a mile east-southeast of station. | Milwaukee | Sl. Ino, Milwaukee, Wis. | ..... | ..... |
| Sept. 9 | Five hundred yards north of station. | Two Rivers | Small boat, Two Rivers, Wis. | ..... | ..... |
| Sept. 21 | Four miles southwest of station. | Ludington | Sl. Albertine, Sheboygan, Wis. | ..... | ..... |
| Sept. 22 | Three miles north of station. | Milwaukee | Scow No. 1, Bay de Noquette, Mich. | ..... | ..... |
| Sept. 25 | Four hundred and fifty yards northeast of station. | Chicago | Sc. Little Willie, Chicago, Ill. | ..... | ..... |
| Oct. 2 | Two hundred yards west of station. | Grand Haven | Str. Doctor Hanley, Muskegon, Mich. | Cobb | 34 |
| Oct. 4 | Five miles west of station. |do | Sc. Annie Tomine, Chicago, Ill. | Diabrow .. | 128 |

* In dangerous position, from which life-saving crew extricated her, thus saving her from destruction or serious damage.

casualties, season of 1885-'86—Continued.

LAKES HURON AND SUPERIOR—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|-----------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| From Spensville, Mich. | | \$300 | | \$300 | \$100 | \$200 | | | | | |
| Crisp's Point, Mich., to Two Heart River, Mich. | Furniture | 50 | \$60 | 110 | 110 | | 2 | 2 | | | |
| Port Huron, Mich., to Port Hope, Mich. | Coal | 12,000 | 600 | 12,600 | 12,100 | 500 | 16 | 16 | | | |
| Monaghan's Landing, Lake Huron, to Detroit, Mich. | Wood | 2,000 | 500 | 2,500 | 2,500 | | 7 | 7 | | | |
| Alpena, Mich., to Presque Isle, Mich. | Oats | 250 | 40 | 290 | 210 | 80 | 3 | 3 | | | |
| Cheboygan, Mich., to East Saginaw, Mich. | | 4,000 | | 4,000 | 4,000 | | 5 | 5 | | | |
| | | 280,490 | 123,360 | 403,850 | 376,930 | 26,920 | 301 | 301 | | 11 | 11 |

LAKE MICHIGAN.

| | | | | | | | | | | | |
|---|--------------------------|---------|---------|----------|----------|-------|----|----|--|---|---|
| Cleveland, Ohio, to Chicago, Ill. | Coal | \$8,000 | \$3,000 | \$11,000 | \$10,200 | \$800 | 8 | 8 | | | |
| Holland, Mich., to Manistee, Mich. | Eggs, butter, and honey. | 500 | 120 | 620 | 555 | 65 | 3 | 3 | | 3 | 6 |
| Milwaukee, Wis., on pleasure trip. | | 40 | | 40 | 40 | | 3 | 3 | | | |
| From Chicago, Ill. | | 100,000 | | 100,000 | 95,500 | 4,500 | 19 | 19 | | | |
| do. | | 800 | | 800 | 750 | 50 | 3 | 3 | | | |
| Owego, N. Y., to Chicago, Ill. | Coal | 7,500 | 2,500 | 10,000 | 2,200 | 7,800 | 10 | 10 | | | |
| From Chicago, Ill. | | 700 | | 700 | 625 | 75 | 2 | 2 | | | |
| Chicago, Ill., on pleasure trip. | | 60 | | 60 | 60 | | 2 | 2 | | | |
| Manitowoc, Wis., to Two Rivers, Wis. | | 50 | | 50 | 50 | | 2 | 2 | | | |
| Chicago, Ill., to Muskegon, Mich. | | 3,000 | | 3,000 | 1,800 | 1,200 | 7 | 7 | | 7 | 7 |
| From Racine, Wis. | | 50 | | 50 | 50 | | 2 | 2 | | | |
| From Muskegon, Mich. | | 100 | | 100 | 100 | | 9 | 9 | | | |
| Little Bay de Noquette, Mich., to Chicago, Ill. | | 7,000 | | 7,000 | 7,000 | | 8 | 8 | | | |
| Milwaukee, Wis., on pleasure trip. | | 1,000 | | 1,000 | 1,000 | | 2 | 2 | | | |
| Adrift | | 10 | | 10 | 10 | | 1 | 1 | | | |
| Pontwater, Mich., fishing. | | 100 | | 100 | 50 | 50 | 2 | 2 | | 2 | 2 |
| Bay de Noquette, Mich., to Chicago, Ill. | Lumber | 2,000 | 4,200 | 6,200 | 3,500 | 2,700 | 7 | 7 | | | |
| Kenosha, Wis., to Chicago, Ill. | Gravel | 200 | 75 | 275 | 170 | 105 | 2 | 2 | | | |
| Black Lake, Mich., to Saugatuck, Mich. | | 2,500 | | 2,500 | 2,500 | | 4 | 4 | | | |
| Muskegon, Mich., to Michigan City, Ind. | Lumber and laths. | 2,500 | 1,400 | 3,900 | 560 | 3,340 | 6 | 6 | | 6 | 6 |

Life-Saving Service.—Table of

DISTRICT No. 11.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|-----------------------|---|---------------|----------|
| 1885. | | | | | |
| Oct. 7 | One hundred yards west of station. | Muskegon | Sc. Jennie Mullen, Chicago, Ill. | Smith | 206 |
| Oct. 8 | One-quarter mile north of station. | Manistee | Scow, Manistee, Mich. | ..... | ..... |
| Oct. 19 | One thousand feet east of station. | Kenosha | Sc. T. Y. Avery, Chicago, Ill. | Anderson .. | 256 |
| Oct. 19 | Five and a half miles north of station. | Sheboygan | Sc. White Oak,* Chicago, Ill. | Peterson .. | 157 |
| Oct. 19 | Twenty-five hundred feet southeast of station. | Two Rivers | Sc. Tom Paine, Sheboygan, Mich. | Rody | 46 |
| Oct. 20 | Six hundred yards southwest of station. | Grand Haven | Sc. S. P. Wilson, Chicago, Ill. | Pottgittur .. | 142 |
| Oct. 31 | Southwest point of North Manitou Island, 9 miles southwest of station. | North Manitou Island. | Sc. George W. Adams, Toledo, Ohio. | Stephen .. | 1,443 |
| Oct. 31 |do |do | St. bge. William T. Graves, Toledo, Ohio. | Miller | 1,075 |
| Nov. 4 | One thousand feet east of station. | Kenosha | Sc. E. J. McVea, Chicago, Ill. | Beggs | 291 |
| Nov. 7 | Four hundred yards southwest of station. | Muskegon | Sc. R. B. King, Chicago, Ill. | Dunbar | 83 |
| Nov. 9 | Two hundred yards west of station. | Ludington | Str. William H. Brown, Grand Haven, Mich. | Moody | 43 |
| Nov. 12 | Three hundred and thirty yards west of station. | Muskegon | Sc. Naiaid, Chicago, Ill. | Williams .. | 312 |
| Nov. 19 | Four hundred yards east of station. | Chicago | Sc. Peoria, Milwaukee, Wis. | Armstrong .. | 172 |
| Nov. 19 | Five hundred yards southwest of station. | Milwaukee | Sloop, Holland, Mich. | Welling ..... | ..... |
| Dec. 5 | Four hundred yards southwest of station. |do | Sc. Napoleon, Milwaukee, Wis. | Warwick .. | 109 |
| Dec. 7 | Five miles northwest of station. | Saint Joseph | Sc. Lucinda Van Valkenberg, Chicago, Ill. | Bell | 702 |
| 1886. | | | | | |
| Jan. 2 | One and one-quarter miles south of station. | Grand Point au Sable. | Sc. Mamie Jepson, Manistee, Mich. | Nelson | 22 |
| Jan. 7 | One-eighth of a mile west of harbor. | Manistee | Str. City of Ludington, Milwaukee, Wis. | Gilman | 842 |
| Apr. 12 | Three miles south of station. | Milwaukee | St. bge. G. P. Heath, Saugatuck, Mich. | Eickmeyer .. | 135 |
| Apr. 16 | One-half mile southeast of station. | Chicago | Row-boat, Chicago, Ill. | ..... | ..... |
| Apr. 17 | In the river, near station .. | Muskegon | Raft of logs, Muskegon, Mich. | ..... | ..... |
| Apr. 24 | Three-quarters of a mile south of station. | Evanston | St. y. Pocahontas, Chicago, Ill. | ..... | ..... |
| May 3 | Four miles northeast of station. | Chicago | Cat-boat, Chicago, Ill. | ..... | ..... |
| May 6 | One mile northeast of station. |do | Skiff, Chicago, Ill. | ..... | ..... |
| May 6 | Two and a half miles east-northeast of station. | Milwaukee | Fish-boat, Milwaukee, Wis. | ..... | ..... |
| May 14 | Fifty feet southwest of station. | Racine | Sc. Maria Martin, Buffalo, N. Y. | Chambers .. | 568 |
| May 16 | Eight miles southeast of harbor. | Kenosha | Str. C. M. Charnley, Chicago, Ill. | Packard | 84 |
| May 17 | One-half mile northeast of station. | Evanston | Cat-boat, Evanston, Ill. | ..... | ..... |
| May 29 | Five hundred feet south of station. | Kenosha | Yt. Eagle Wing, Kenosha, Wis. | ..... | ..... |
| June 2 | Off Grand Haven | Grand Haven | Small boat, Grand Haven, Mich. | ..... | ..... |

* No assistance by life-saving crew.

casualties, season of 1885-'86—Continued.

LAKE MICHIGAN—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel.* | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|---|---------------------------|-----------------------------|---------------------------|----------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Chicago, Ill., to Muskegon, Mich. | ..... | \$14,000 | ..... | \$14,000 | \$13,900 | \$100 | 7 | 7 | ..... | ..... | ..... |
| From Manistee, Mich. | Gravel | 100 | \$15 | 115 | 100 | 15 | 2 | 2 | ..... | ..... | ..... |
| Charlevoix, Mich., to Kenosha, Wis. | Wood and bark. | 5,000 | 2,000 | 7,000 | 6,900 | 100 | 7 | 7 | ..... | ..... | ..... |
| Kewanee, Wis., to Chicago, Ill. | Railroad ties | 1,500 | 700 | 2,200 | 700 | 1,500 | 6 | 6 | ..... | ..... | ..... |
| Milwaukee, Wis., to Manitou Island, Mich. | ..... | 900 | ..... | 900 | 825 | 75 | 3 | 3 | ..... | ..... | ..... |
| Grand Haven, Mich., to Chicago, Ill. | Slabs | 2,500 | 400 | 2,900 | ..... | 2,900 | 6 | 6 | ..... | 6 | 6 |
| Chicago, Ill., to Buffalo, N. Y. | Corn | 40,000 | 40,750 | 80,750 | 72,850 | 7,900 | 8 | 8 | ..... | ..... | ..... |
|do |do | 45,000 | 21,500 | 66,500 | ..... | 66,500 | 17 | 17 | ..... | ..... | ..... |
| Alpena, Mich., to Chicago, Ill. | Lumber | 6,000 | 3,000 | 9,000 | 8,950 | 50 | 8 | 8 | ..... | ..... | ..... |
| Chicago, Ill., to Muskegon, Mich. | ..... | 2,000 | ..... | 2,000 | ..... | 2,000 | 4 | 2 | 2 | 2 | 8 |
| Pentwater, Mich., to Ludington, Mich. | Potatoes, pork, and oats. | 3,000 | 500 | 3,500 | 3,000 | 500 | 4 | 4 | ..... | ..... | ..... |
| Chicago, Ill., to Muskegon, Mich. | ..... | 8,000 | ..... | 8,000 | 7,975 | 25 | 8 | 8 | ..... | ..... | ..... |
| Sturgeon Bay, Wis., to Chicago, Ill. | Lumber | 1,800 | 2,000 | 3,800 | 3,750 | 50 | 4 | 4 | ..... | ..... | ..... |
| Green Bay, Wis., to Holland, Mich. | ..... | 300 | ..... | 300 | 200 | 100 | 2 | 2 | ..... | ..... | ..... |
| Perry's Pier, Mich., to Milwaukee, Wis. | ..... | 1,500 | ..... | 1,500 | 1,260 | 300 | (†) | ..... | ..... | ..... | ..... |
| Ludington, Mich., to Chicago, Ill. | Lumber | 8,000 | 2,500 | 10,500 | 9,100 | 1,400 | 8 | 8 | ..... | 8 | 8 |
| Muskegon, Mich., to Manistee, Mich. | Apples | 700 | 600 | 1,300 | 1,250 | 50 | 2 | 2 | ..... | 2 | 2 |
| Manistee, Mich., to Milwaukee, Wis. | Salt | 50,000 | 3,000 | 53,000 | 53,000 | ..... | 37 | 37 | ..... | ..... | ..... |
| Ahnapee, Wis., to Milwaukee, Wis. | Ties | 6,000 | 1,000 | 7,000 | 7,000 | ..... | 8 | 8 | ..... | ..... | ..... |
| From Chicago, Ill. | ..... | 35 | ..... | 35 | 35 | ..... | 1 | ..... | 1 | ..... | ..... |
| Adrift ..... | ..... | 300 | ..... | 300 | 300 | ..... | ..... | ..... | ..... | ..... | ..... |
| Waukegan, Ill., to Chicago, Ill. | ..... | 550 | ..... | 550 | 550 | ..... | 1 | 1 | ..... | ..... | ..... |
| ..... | ..... | 25 | ..... | 25 | 25 | ..... | 1 | 1 | ..... | ..... | ..... |
| ..... | ..... | 15 | ..... | 15 | 15 | ..... | 1 | 1 | ..... | ..... | ..... |
| Fishing, to Milwaukee, Wis. | Fishing gear | 200 | 100 | 300 | 50 | 250 | 3 | 3 | ..... | ..... | ..... |
| Buffalo, N. Y., to Racine, Wis. | Coal | 11,000 | 5,350 | 16,350 | 15,550 | 800 | 10 | 10 | ..... | ..... | ..... |
| Milwaukee, Wis., to Chicago, Ill. | ..... | 10,000 | ..... | 10,000 | 9,950 | 50 | 9 | 9 | ..... | ..... | ..... |
| Evanston, Ill., on pleasure trip. | ..... | 45 | ..... | 45 | 45 | ..... | 1 | 1 | ..... | ..... | ..... |
| ..... | ..... | 300 | ..... | 300 | 300 | ..... | 3 | 3 | ..... | ..... | ..... |
| Adrift ..... | ..... | 20 | ..... | 20 | 20 | ..... | ..... | ..... | ..... | ..... | ..... |

† No one on board.

Life-Saving Service.—Table of
DISTRICT No. 11.—EMBRACING

| Date. | Place. | Name of station. | Name of vessel and where owned. | Master. | Tonnage. |
|---------|--|-----------------------|--|----------|----------|
| 1886. | | | | | |
| June 4 | One hundred and thirty yards southeast of station. | Saint Joseph..... | Skiff, Benton Harbor, Mich. | ..... | ..... |
| June 9 | Five hundred yards east of station. | Chicago | Fish-boat, Chicago, Ill. | ..... | ..... |
| June 13 | One hundred and thirty yards south of station. | Grand Point au Sable. | Fish-boat North Star, Ludington, Mich. | ..... | ..... |
| June 13 | One-eighth of a mile west of station. | Racine..... | Row-boat, Racine, Wis. | ..... | ..... |
| June 14 | South point of North Manitou Island, 5 miles south of station. | North Manitou Island. | St. bge. Sparta, Cleveland, Ohio. | Cummings | 1,017 |
| June 16 |do..... |do..... | Str. George Burnham, Milwaukee, Wis. | Mabee | 333 |
| June 18 | One mile northwest of station. | Manistee | Sail-boat, Manistee, Mich. | ..... | ..... |
| June 20 | Three hundred feet south of harbor piers. | Kenosha..... | Row-boat, Kenosha, Wis. | ..... | ..... |
| June 26 | One-half mile southwest of station. | Point Betay | Str. Iron Duke, Detroit, Mich. | Johnson | 1,152 |
| June 27 |do..... | Saint Joseph..... | Sl. Maude, Saint Joseph, Mich. | ..... | ..... |
| | Total ..... | ..... | ..... | ..... | ..... |

DISTRICT No. 12.—EMBRACING

| | | | | | |
|---------|---|----------------------|--|-------------|-------|
| 1885. | | | | | |
| Sept. 8 | Mile Rock | Golden Gate Park. | Str. Alex. Duncan, San Francisco, Cal.*. | Nicholson. | 372 |
| Nov. 23 | North Spit, Humboldt Bay. | Humboldt Bay.... | Sc. Fanny Duntard, San Francisco, Cal., | Bastrom .. | 265 |
| Nov. 23 |do..... |do..... | Sc. Lottie Carson, San Francisco, Cal. | Bonnifield. | 287 |
| Dec. 11 | Sand Island, 2½ miles east of station. | Cape Disappointment. | Sc. Coquille, San Francisco, Cal | Hansen ... | 163 |
| Dec. 21 | Shoalwater Bay, 2 miles south of station. | Shoalwater Bay .. | Sl. Willapa Green, Bay Centre, Wash. | ..... | ..... |
| Dec. 31 | South Spit, 3 miles south-southeast of station. | Humboldt Bay.... | Str. City of Chester, Portland, Oreg. | Wallace ... | 1,106 |
| 1886. | | | | | |
| Apr. 22 | Five miles south-southwest of station. | Shoalwater Bay .. | Str. Kate and Anna, Portland, Oreg. | Lutjens... | 31 |
| Apr. 28 | One mile north of station.. | Golden Gate Park. | Small boat ..... | ..... | ..... |
| | Total ..... | ..... | ..... | ..... | ..... |

* No assistance required of life-saving crew.

casualties, season of 1885-'86—Continued.

LAKE MICHIGAN—Continued.

| Where from and where bound. | Cargo. | Estimated value of vessel. | Estimated value of cargo. | Total. | Estimated amount saved. | Estimated amount lost. | No. of persons on board. | No. of persons saved. | No. of persons lost. | No. of persons succored at stations. | No. of days' succor afforded. |
|--|--------|----------------------------|---------------------------|---------|-------------------------|------------------------|--------------------------|-----------------------|----------------------|--------------------------------------|-------------------------------|
| Fishing, to Benton Harbor, Mich. | | \$10 | | \$10 | \$10 | | 1 | 1 | | | |
| Fishing, to Chicago, Ill. | | 40 | | 40 | 40 | | 5 | 5 | | | |
| Hamlin, Mich., on pleasure trip. | | 50 | | 50 | 50 | | 5 | 5 | | | |
| From Racine, Wis. | | 25 | | 25 | 25 | | 1 | 1 | | | |
| Erie, Pa., to Milwaukee, Wis. | Coal | 55,000 | \$4,000 | 59,000 | 58,950 | \$50 | 11 | 11 | | | |
| Chicago, Ill., to Drummond Island, Lake Huron. | | 27,200 | | 27,200 | 27,200 | | 11 | 11 | | | |
| From Manistee, Mich. | | 25 | | 25 | 25 | | 1 | 1 | | | |
| | | 15 | | 15 | 15 | | 1 | 1 | | | |
| Milwaukee, Wis., to Buffalo, N. Y. | Wheat | 35,000 | 35,000 | 70,000 | 70,000 | | 23 | 23 | | | |
| Saint Joseph, Mich., on pleasure trip. | | 75 | | 75 | 75 | | 3 | 3 | | | |
| | | 472,340 | 133,710 | 606,050 | 500,650 | 105,400 | 335 | 332 | 3 | 36 | 45 |

PACIFIC COAST.

| | | | | | | | | | | | |
|--|----------------------|----------|----------|----------|----------|----------|-----|-----|--|--|--|
| Port Harford, Cal., to San Francisco, Cal. | Grain and hogs. | \$45,000 | \$10,000 | \$55,000 | \$20,000 | \$35,000 | 20 | 20 | | | |
| Eureka, Cal., to San Pedro, Cal. | Lumber | 18,000 | 3,800 | 21,800 | 21,200 | 600 | 8 | 8 | | | |
|do..... |do..... | 20,000 | 4,500 | 24,500 | 24,500 | | 8 | 8 | | | |
| San Francisco, Cal., to Knapton, Wash. |do..... | 6,000 | 1,600 | 7,600 | 7,600 | | 6 | 6 | | | |
| Bay Centre to North Cove, Wash. | | 600 | | 600 | 580 | 20 | 1 | 1 | | | |
| San Francisco, to Eureka, Cal. | General merchandise. | 150,000 | 7,000 | 157,000 | 157,000 | | 67 | 67 | | | |
| Portland, Oreg., to Gray's Harbor, Wash. | Merchandise. | 7,000 | 3,000 | 10,000 | 7,500 | 2,500 | 3 | 3 | | | |
| Adrift | | 75 | | 75 | 75 | | (†) | | | | |
| | | 246,675 | 29,900 | 276,575 | 238,455 | 38,120 | 113 | 113 | | | |

† No one on board.

*Life-Saving Service.—Table of***RECAPITU**

| Districts. | Total number of disasters. | Total value of vessels. | Total value of cargoes. |
|-----------------------|----------------------------|-------------------------|-------------------------|
| District No. 1 | 66 | \$163,360 | \$37,955 |
| District No. 2 | 54 | 273,470 | 204,305 |
| District No. 3 | 33 | 486,375 | 205,445 |
| District No. 4 | 67 | 1,165,040 | 940,745 |
| District No. 5 | 37 | 362,800 | 161,430 |
| District No. 6 | 29 | 509,980 | 104,865 |
| District No. 7 | 2 | 16,200 | 13,740 |
| District No. 8 | 10 | 22,150 | 3,470 |
| District No. 9 | 74 | 484,540 | 131,210 |
| District No. 10 | 27 | 280,490 | 123,360 |
| District No. 11 | 60 | 472,240 | 133,710 |
| District No. 12 | 8 | 246,675 | 29,600 |
| Aggregate | 467 | 4,523,420 | 2,090,135 |

casualties, season of 1885-'86—Continued.

LATION.

| Total amount of property involved. | Total amount of property saved. | Total amount of property lost. | Total number of persons on board. | Total number of persons saved. | Total number of persons lost. | Number of shipwrecked persons succored at stations. | Total number of days' succor afforded. | Number of disasters involving total loss of vessels. |
|------------------------------------|---------------------------------|--------------------------------|-----------------------------------|--------------------------------|-------------------------------|---|--|--|
| \$201,315 | \$173,650 | \$27,665 | 271 | 270 | 1 | 50 | 114 | 8 |
| 577,775 | 203,285 | 374,490 | 398 | 388 | 10 | 176 | 382 | 18 |
| 691,820 | 440,260 | 251,560 | 256 | 255 | 1 | 185 | 473 | 9 |
| 2,045,785 | 1,708,313 | 337,472 | 443 | 431 | 12 | 110 | 377 | 21 |
| 524,230 | 415,235 | 108,995 | 257 | 257 | ..... | 80 | 170 | 10 |
| 614,845 | 508,760 | 106,085 | 207 | 207 | ..... | 76 | 285 | 8 |
| 29,940 | 280 | 29,660 | 0 | 8 | 1 | 9 | 44 | 1 |
| 25,620 | 17,020 | 8,600 | 29 | 29 | ..... | 11 | 19 | 2 |
| 615,750 | 588,490 | 27,260 | 455 | 454 | 1 | 30 | 33 | 4 |
| 403,850 | 376,930 | 26,920 | 301 | 301 | ..... | 28 | 41 | 1 |
| 606,050 | 500,650 | 105,400 | 335 | 332 | 3 | 38 | 47 | 6 |
| 276,575 | 228,455 | 38,120 | 113 | 113 | ..... | 5 | 6 | ..... |
| 6,613,555 | 5,171,328 | 1,442,227 | 3,074 | 3,045 | 29 | *807 | *2,000 | 88 |

*These figures include 151 persons to whom succor was given, who were not on board the vessels embraced in the tables, and 241 days of such succor, as follows:

- | | |
|-------------------------------------|--------------------------------------|
| District No. 1, 19 persons 19 days. | District No. 7, 2 persons 2 days. |
| District No. 2, 32 persons 43 days. | District No. 8, 3 persons 5 days. |
| District No. 3, 26 persons 75 days. | District No. 9, 6 persons 6 days. |
| District No. 4, 16 persons 18 days. | District No. 10, 17 persons 30 days. |
| District No. 5, 2 persons 2 days. | District No. 11, 2 persons 2 days. |
| District No. 6, 21 persons 33 days. | District No. 12, 5 persons 6 days. |

Total, 151 persons 241 days.

APPROPRIATIONS AND EXPENDITURES.

(347)

STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1886.

Appropriation—Life-Saving Service, 1886.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

| | | |
|--|-------------------|-------------|
| Maine and New Hampshire, District No. 1..... | \$1,500 00 | |
| Massachusetts, District No. 2..... | 1,500 00 | |
| Rhode Island and Long Island, District No. 3..... | 1,800 00 | |
| New Jersey, District No. 4..... | 1,800 00 | |
| Delaware, Maryland, and Virginia, District No. 5..... | 1,500 00 | |
| Virginia and North Carolina, District No. 6..... | 1,800 00 | |
| South Carolina, Georgia, and Florida, District No. 7..... | 1,200 00 | |
| Gulf of Mexico, District No. 8..... | 1,500 00 | |
| Lakes Ontario and Erie, District No. 9..... | 1,800 00 | |
| Lakes Huron and Superior, District No. 10..... | 1,800 00 | |
| Lake Michigan, District No. 11..... | 1,800 00 | |
| Washington Territory, Oregon, and California, District No. 12..... | 1,800 00 | |
| Assistant superintendent Rhode Island and Long Island, District No. 3..... | 1,000 00 | |
| | | \$20,800 00 |
| For salaries of two hundred and twenty three keepers of life-saving and life-boat stations and houses of refuge..... | | 156,100 00 |
| For pay of crews of surfmen employed at the life-saving and life-boat stations during the period of actual employment; compensation of volunteers at life-saving and life-boat stations, for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed ten dollars for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two; for draught animals and maintenance of same; and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that cannot be included under any other head of life-saving stations on the coasts of the United States..... | 710,000 00 | |
| Total..... | 886,900 00 | |

(349)

Expenditures.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts, as follows :

| | | |
|---|------------|-------------|
| District No. 1, July 1, 1885, to June 30, 1886 | \$1,500 00 | |
| District No. 2, July 1, 1885, to June 30, 1886 | 1,500 00 | |
| District No. 3, July 1 to 24, 1885, and July 27, 1885, to June 30, 1886 | 1,790 25 | |
| District No. 4, July 1, 1885, to June 30, 1886 | 1,800 00 | |
| District No. 5, July 1, 1885, to June 30, 1886 | 1,500 00 | |
| District No. 6, July 1 to 6, 1885, and August 7, 1885, to June 30, 1886 | 1,648 43 | |
| District No. 7, July 1, 1885, to March 31, 1886 | 900 00 | |
| District No. 8, July 1, 1885, to June 30, 1886 | 1,500 00 | |
| District No. 9, July 1, 1885, to June 30, 1886 | 1,800 00 | |
| District No. 10, July 1, 1885, to June 30, 1886 | 1,800 00 | |
| District No. 11, July 1, 1885, to June 30, 1886 | 1,800 00 | |
| District No. 12, July 1, 1885, to June 30, 1886 | 1,800 00 | |
| Salary of assistant superintendent, District No. 3, from July 1, 1885, to June 30, 1886 | 1,000 00 | |
| | | \$20,338 68 |
| Salaries of 208 keepers, Districts 1 to 12, inclusive, quarter ending September 30, 1885 | 34,199 23 | |
| Salaries of 207 keepers, Districts 1 to 12, inclusive, quarter ending December 31, 1885 | 34,197 94 | |
| Salaries of 204 keepers, Districts 1 to 12, inclusive, quarter ending March 31, 1886 | 34,345 09 | |
| Salaries of 199 keepers, Districts 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, and 12, quarter ending June 30, 1886 | 33,703 88 | 136,446 74 |
| Pay of surfmen in District No. 1, from September 1, 1885, to April 30, 1886 | 21,500 00 | |
| Pay of surfmen in District No. 2, from September 1, 1885, to April 30, 1886 | 48,050 00 | |
| Pay of surfmen in District No. 3, from September 1, 1885, to April 30, 1886 | 98,061 10 | |
| Pay of surfmen in District No. 4, from September 1, 1885, to April 30, 1886 | 106,371 67 | |
| Pay of surfmen in District No. 5, from September 1, 1885, to April 30, 1886 | 39,751 66 | |
| Pay of surfmen in District No. 6, from September 1, 1885, to April 30, 1886 | 71,550 00 | |
| Pay of surfmen in District No. 8, from September 1, 1885, to April 30, 1886 | 10,475 43 | |
| Pay of surfmen in District No. 9, from July 1, 1885, to June 30, 1886 | 26,343 48 | |
| Pay of surfmen in District No. 10, from July 1 to December 14, 1885, and from April 1 to June 30, 1886 | 38,107 21 | |
| Pay of surfmen in District No. 11, from July 1 to December 16, 1885, and from April 1 to June 30, 1886 | 42,024 08 | |
| Pay of surfmen in District No. 12, from July 1, 1885, to June 30, 1886 | 10,566 13 | |
| Pay of surfmen as acting keepers : | | |
| Point of Wood's Station, District No. 3, from July 1 to August 25, 1885 | 95 17 | |
| Fire Island Station, District No. 3 from July 26, to July 28, 1885 | 4 84 | |
| Coney Island Station, District No. 3, from July 1 to September 4, 1885 | 106 67 | |
| Amagansett Station, District No. 3, from May 13 to June 9, 1886 | 45 65 | |
| Moriches Station, District No. 3, from May 6 to June 30, 1886 | 91 94 | |
| Jones's Beach Station, District No. 3, from May 13 to June 30, 1886 | 80 65 | |
| Long Beach Station, District No. 3, from April 18 to June 6, 1886 | 81 67 | |
| Spring Lake Station, District No. 4, from July 1 to August 31, 1885, and from May 1 to June 30, 1886 | 200 00 | |

| | | |
|--|------------|--------------|
| Pay of surfmen as acting keepers—Continued. | | |
| Cape May Station, District No. 4, from June 14 to 30, 1886, inclusive | \$28 33 | |
| Racine Station, District No. 11, from December 1, 1885, to March 31, 1886 | 200 00 | |
| Pay of volunteer surfmen for assistance rendered the keepers and crews of certain stations in the Fourth District, at wrecks which occurred during the active season | 87 00 | |
| Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations: | | |
| District No. 1 | 189 00 | |
| District No. 2 | 33 00 | |
| District No. 3 | 36 00 | |
| District No. 4 | 213 00 | |
| District No. 5 | 75 00 | |
| District No. 6 | 6 00 | |
| District No. 9 | 18 00 | |
| District No. 11 | 85 00 | |
| Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882 | 4,290 05 | |
| | | \$518,759 73 |
| Pay of volunteer surfmen in District No. 9 for drill and exercise | 289 00 | |
| Pay of volunteer surfmen in District No. 9 for services at disasters | 96 00 | |
| | | 385 00 |
| Apparatus | 4,823 92 | |
| Books, charts, stationery, advertising, &c | 1,239 16 | |
| Care of stations | 106 44 | |
| Compensation for special services, labor, &c | 5,554 95 | |
| Draught animals | 8,492 37 | |
| Equipments | 6,022 19 | |
| Freight, packing, storage, &c | 2,219 40 | |
| Fuel and water for stations | 12,410 76 | |
| Furniture, supplies, &c | 20,474 50 | |
| Lithographing and engraving | 218 50 | |
| Medals | 83 25 | |
| Medicines | 18 33 | |
| Protection of stations from encroachment of the sea | 1,289 47 | |
| Rebuilding, repair, and improvement of stations | 52,773 29 | |
| Recording conveyances | 16 74 | |
| Removal of stations | 899 00 | |
| Rent of offices of inspector and superintendents | 1,495 25 | |
| Repairs of apparatus, equipments, and furniture | 668 38 | |
| Sites for stations | 5,166 41 | |
| Subsistence of persons rescued from wrecked vessels | 208 20 | |
| Transporting apparatus to and from wrecks, where horses are not kept | 311 00 | |
| Traveling expenses of officers | 7,544 07 | |
| Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882 | 1,196 44 | |
| Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882 | 1,957 95 | |
| | | 135,189 97 |
| Total expenditures from appropriation "Life-Saving Service, 1886" | 811,120 12 | |
| Balance of available funds July 1, 1886 | 75,779 88 | |
| | | 886,900 00 |

At the beginning of the fiscal year there remained on hand available from the appropriation of the preceding year the following :

| | |
|---|-------------|
| Unexpended balance July 1, 1885 | \$63,700 06 |
| To which repayments have been made amounting to | 1,727 37 |
| Total available funds | 65,427 43 |

The expenditures from this sum during the last year, made in payment of indebtedness standing over from the preceding year were as follows:

| | | |
|--|----------|-------------|
| "Life-Saving Service, 1885," available as above | | \$65,427 43 |
| Salary of superintendent of the Sixth Life-Saving District, from April 1 to June 30, 1885 | \$450 00 | |
| Amount paid the superintendent of the Ninth Life-Saving District, balance found due upon settlement of his account | 49 43 | |
| Pay of 27 keepers, District No. 6, from April 1 to June 30, 1885 | 4,725 00 | |
| Pay of 2 surfmen, Sixth District, from January 1 to April 30, 1885 | 400 00 | |
| Pay of surfmen as acting keepers: | | |
| Crumple Island Station, First District, from May 1 to 16, 1885 | 27 42 | |
| Gurnet Station, Second District, from March 30 to April 30, 1885 | 53 22 | |
| Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations— | | |
| District No. 1 | 24 00 | |
| District No. 2 | 30 00 | |
| District No. 3 | 54 00 | |
| District No. 4 | 42 00 | |
| District No. 5 | 18 00 | |
| District No. 6 | 18 00 | |
| Pay of disabled surfmen, under the provisions of section 7 of the act approved May 4, 1882 | 1,614 35 | |
| | | 7,505 42 |
| Pay of volunteer crews for services at wrecks | | 23 00 |
| Apparatus | 9,986 48 | |
| Books, charts, stationery, advertising, &c | 53 26 | |
| Compensation for special services, labor, &c | 156 91 | |
| Equipments | 734 00 | |
| Freight, packing, storage, telegraphing, &c | 783 16 | |
| Fuel and water | 66 25 | |
| Furniture, supplies, &c | 556 35 | |
| Lithographing and engraving | 5 00 | |
| Medals | 1,172 50 | |
| Rebuilding, repair, and improvement of stations | 4,053 61 | |
| Recording conveyances | 11 80 | |
| Rents of offices of inspector and superintendents | 451 75 | |
| Repairs of apparatus, equipments, and furniture | 527 53 | |
| Sites for stations | 15 70 | |
| Subsistence of persons rescued from wrecked vessels | 170 40 | |
| Transporting apparatus to and from wrecks where horses are not kept | 14 00 | |
| Traveling expenses of officers | 578 48 | |
| Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882 | 408 33 | |
| | | 19,745 51 |
| Total expenditures from appropriation "Life-Saving Service, 1885" | | 27,273 93 |
| Balance of available funds July 1, 1886 | | 38,153 50 |
| | | 65,427 43 |

There also remained unexpended at the beginning of the fiscal year from appropriation of 1884 the following:

| | |
|---|-------------|
| "Life-Saving Service, 1884" | \$18,979 71 |
| To which repayments have been made amounting to | 358 98 |
| Total available funds | 19,338 69 |

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1884, were as follows:

| | |
|--|------------------|
| "Life-Saving Service, 1884," available as above..... | \$19,338 69 |
| Pay of temporary surfmen at the Cold Spring Life-Saving Station, Fourth District..... | \$30 75 |
| Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882..... | 195 00 |
| Compensation for special services, labor, &c..... | 7 50 |
| Freight, packing, storage, telegraphing, &c..... | 6 93 |
| Transporting apparatus to and from wrecks where horses are not kept..... | 3 00 |
| Total expenditures from appropriation "Life-Saving Service," 1884" | 243 18 |
| Balance unexpended and carried to surplus fund June 30, 1886..... | 19,096 51 |

During the fiscal year ending June 30, 1886, a repayment of \$160.14 was made to the appropriation "Life-Saving Service, 1883," being the balance in the hands of George A. Bartlett, disbursing clerk, at the close of the fiscal year ending June 30, 1885, as is shown upon page 288 of the report for that year, which sum was also carried to the surplus fund June 30, 1886.

At the beginning of the fiscal year there was on hand available from the appropriation, "Rebuilding and improving life-saving stations, proceeds of sales," the following:

| | |
|---|-----------------|
| Unexpended balance July 1, 1885..... | \$1,809 39 |
| Which sum has been increased by amounts realized from the sales of public property belonging to the Life-Saving Service, condemned and sold in conformity with provisions of law..... | 395 55 |
| Total available funds..... | 2,204 94 |

There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1886, were, therefore, as follows:

| | |
|---|-------------------|
| "Life-Saving Service, 1886"..... | \$311,120 12 |
| "Life-Saving Service, 1885"..... | 27,273 93 |
| "Life-Saving Service, 1884"..... | 243 18 |
| | <u>838,637 23</u> |
| Less the following: | |
| Repayments to appropriations, "Life-Saving Service," 1884 and 1885..... | \$2,086 35 |
| Excess of deposits, appropriation "Rebuilding and improving life-saving stations," proceeds of sales..... | 395 55 |
| | <u>2,481 90</u> |
| Total net expenditures of the service..... | 836,155 33 |

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1886, available, as heretofore stated, the following balances:

| | |
|---|-------------|
| "Life-Saving Service, 1885"..... | \$38,153 50 |
| "Life-Saving Service, 1886"..... | 75,779 88 |
| "Rebuilding and improving life-saving stations," proceeds of sales..... | 2,204 94 |

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1886, differs from the expenditures by warrants in the following particulars:

| | | |
|--|---------------|-------------------|
| Net expenditures by warrants | | \$835,396 61 |
| To which should be added the amounts in hands of disbursing clerk, as shown upon page 288 of the re- port for 1885 | \$1,578 20 | |
| Less amounts in hands of disbursing clerk June 30, 1886: | | |
| " Life-Saving Service, 1885 " | \$127 58 | |
| " Life-Saving Service, 1886 " | 691 90 | |
| | <u>819 48</u> | |
| | | <u>758 72</u> |
| Net expenditures from the appropriations during the year | | <u>836,155 33</u> |

To the foregoing statement of expenditures for the maintenance of the Life-Saving Service may be added the following:

APPROPRIATION.

Salaries, Office Life-Saving Service

\$38,480 00

EXPENDITURES.

Compensation of officers and employes in Office of Life-Saving Service

\$37,688 47

Amount in hands of disbursing clerk unexpended

791 53

\$38,480 00

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

(355)

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,

WITH

INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE
COASTS OF THE UNITED STATES.

*Prepared by Lieut. C. H. McLELLAN, U. S. R. M., Assistant Inspector Life-Saving
Stations, under the direction of the General Superintendent.*

GENERAL INFORMATION.

Life saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific sea-board of the United States, the Gulf of Mexico, and the Lake coasts, as shown in the list of stations following, the latitude and longitude being given, so far as determined.

All stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the Lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are open and manned the year round, with the exception of the stations at Neah Bay, Cape Arago, and Bolinas Bay,* which depend upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-gun, beach-apparatus, restoratives, &c.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast with a view of ascertaining if any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the sea-board.

Most of the life-saving and life-boat stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported or obtain the latitude and longitude of the station, where determined, information as to the weather probabilities in most cases, or, if crippled or disabled, a steam-tug or revenue-cutter will be telegraphed for, where facilities for telegraphing exist, to the nearest port, if requested.

* Destroyed by fire.

All services are performed by the life-saving crews without other compensation than their wages from the Government, though in view of the meagreness of their pay they are not prohibited from receiving such rewards for labor performed or risks incurred at wrecks as owners or masters of vessels or other persons may see fit to voluntarily bestow upon them, but *they are strictly forbidden to solicit such rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger, he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let her crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other end of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running which is not perceptible four hundred yards off shore, and the surf when viewed from a vessel never appears as dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life correspondingly lessened.

INSTRUCTIONS.

RESCUE WITH THE LIFE-BOAT OR SURF-BOAT

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large life-boat is launched from its ways in the station and proceeds to the wreck by water, or the lighter surf-boat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel, the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board to preserve order, until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will positively not be taken into the boat until all are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same overboard.

RESCUE WITH THE BREECHES-BUOY OR LIFE-CAR.

Should it be inexpedient to use either the life-boat or surf-boat, recourse will be had to the wreck-gun and beach-apparatus for the rescue by the breeches-buoy or the life-car.

A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail-block with a whip or endless line rove through it. This tail-block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, &c. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halyards block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail-block will be a tally-board, with the following directions in English on one side and French on the other:

“Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore.”

The above instructions being complied with, the result will be as shown in Figure 1.

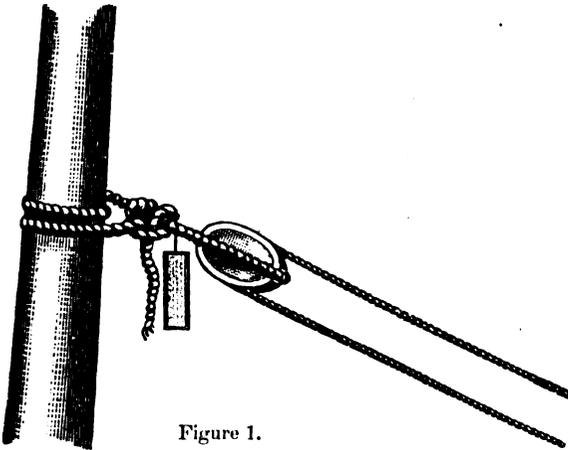


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent onto the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

“Make this hawser fast about 2 feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore.”

These instructions being obeyed, the result will be as shown in Figure 2.

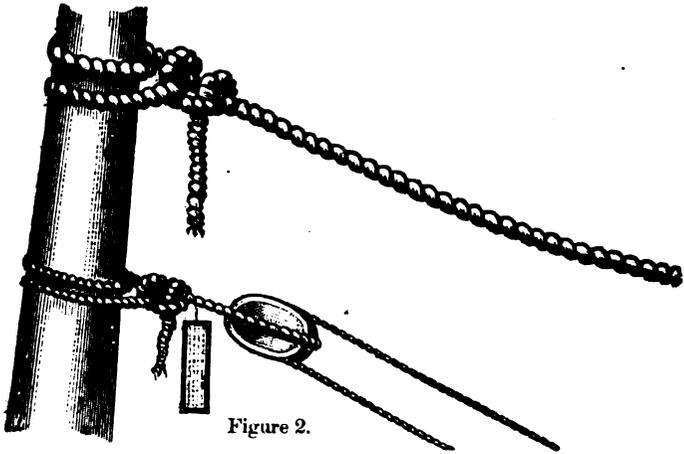


Figure 2.

Take particular care that there are no turns of the whip-line round the hawser, to insure which take the end of the hawser UP BETWEEN the parts of the whip before making it fast.

When the hawser is made fast, the whip cast off from the hawser, and your signals seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship the breeches-buoy suspended from a traveller-block, or a life-car from rings, running on the hawser.

Figure 3 represents the apparatus rigged, with the breeches-buoy hauled off to the ship.

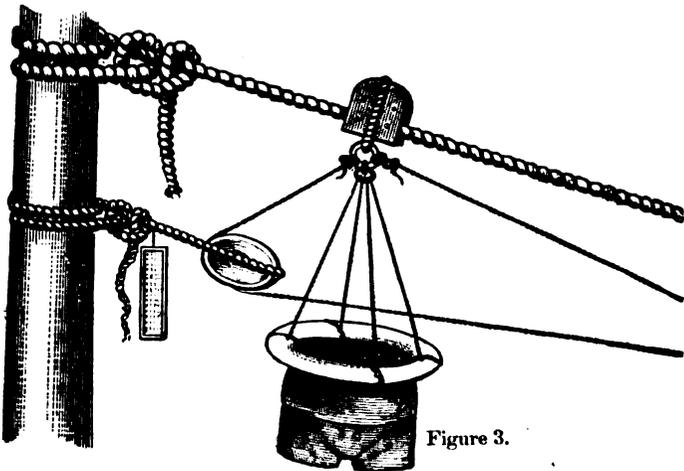


Figure 3.

If the breeches-buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life-car, remove the hatch, place as many persons into it as it will hold (four to six), and secure the hatch on the outside by the hatch-bar and hook, signal as

before, and the buoy or car will be hauled ashore. This will be repeated until all are landed. On the last trip of the life-car the hatch must be secured by the inside hatch-bar.

In many instances two men can be landed in the breeches-buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts or slings of the buoy.

Children when brought ashore by the buoy should be in the arms of older persons or securely lashed to the buoy. Women and children should be landed first.

In signalling as directed in the foregoing instructions, if in the day-time, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength of the current or set, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches-buoy or life-car will be hauled off instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

If your vessel is stranded during the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surf-boat through the sand or over bad roads to where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon-firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot-line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck-gun, and the first shot seldom fails.

RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up, or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip-line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.

LIST OF LIFE-SAVING DISTRICTS AND STATIONS

ON THE

COASTS OF THE UNITED STATES.

(363)

LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COAST OF MAINE AND NEW HAMPSHIRE.

| Name of station. | State. | Locality. | Approximate position.* | |
|------------------------|-----------|--|------------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| Quoddy Head..... | Me..... | Carrying Point Cove..... | 44 48 40 | 66 58 50 |
| Cross Island..... | Me..... | Off Machias Port..... | 44 36 00 | 67 17 00 |
| Crumple Island..... | Me..... | Off Jonesport..... | 44 26 40 | 67 35 50 |
| Cranberry Isles..... | Me..... | Off Mount Desert, Little Cranberry Island. | 44 15 20 | 68 12 50 |
| White Head..... | Me..... | On White Head Island, near light..... | 43 58 40 | 69 07 50 |
| Hunniwell's Beach..... | Me..... | At mouth of Kennebec River..... | 43 44 40 | 69 46 50 |
| Fletcher's Neck..... | Me..... | Biddeford Pool, Fletcher's Neck..... | 43 26 30 | 70 20 30 |
| Rye Beach..... | N. H..... | Rye Beach..... | 42 59 30 | 70 45 20 |

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

| | | | | |
|-----------------------|-----------|---|----------|----------|
| Plum Island..... | Mass..... | Near mouth of Merrimac River..... | 42 48 30 | 70 49 00 |
| Davis' Neck..... | Mass..... | Near Annisquam light..... | 42 40 10 | 70 40 20 |
| North Scituate..... | Mass..... | 2½ miles south of Minot's Ledge light..... | 42 04 00 | 70 45 30 |
| Fourth Cliff..... | Mass..... | South end of Fourth Cliff, Scituate..... | 42 09 30 | 70 42 10 |
| Gurnet..... | Mass..... | 4½ miles northeast of Plymouth..... | 42 00 10 | 70 36 10 |
| Manomet Point..... | Mass..... | 7 miles southeast of Plymouth..... | 41 55 30 | 70 32 40 |
| Race Point..... | Mass..... | ½ mile northeast of Race Point light, Cape Cod. | 42 04 10 | 70 14 20 |
| Peaked Hill Bars..... | Mass..... | 2½ miles northeast of Provincetown, Cape Cod. | 42 04 30 | 70 09 10 |
| High Head..... | Mass..... | 3 miles north of Highland light..... | 42 03 40 | 70 06 30 |
| Highland..... | Mass..... | ½ mile northwest of light, Cape Cod..... | 42 02 50 | 70 04 20 |
| Parnet River..... | Mass..... | 3¼ miles south of Highland light..... | 42 00 00 | 70 01 10 |
| Cahoon's Hollow..... | Mass..... | 2½ miles east of Wellfleet..... | 41 56 40 | 70 00 09 |
| Nausett..... | Mass..... | 1½ miles south of lights..... | 41 50 30 | 69 56 49 |
| Orleans..... | Mass..... | Abreast of Ponchet Island..... | 41 45 30 | 69 56 00 |
| Chatham..... | Mass..... | 2 miles north of Chatham light..... | 41 43 10 | 69 55 40 |
| Monomoy..... | Mass..... | 2 miles north of Monomoy light..... | 41 38 00 | 69 59 50 |
| Coskata..... | Mass..... | Near Great Point, Nantucket..... | 41 22 00 | 70 01 20 |
| Surfside..... | Mass..... | 2½ miles south of the town of Nantucket..... | 41 14 30 | 70 05 00 |
| Muskeget..... | Mass..... | About midway of Muskeget Island..... | 41 20 10 | 70 10 20 |

THIRD DISTRICT.

COAST OF RHODE ISLAND AND LONG ISLAND.

| | | | | |
|------------------------|-----------|--------------------------------|----------|----------|
| Brenton's Point..... | R. I..... | On Price's Neck..... | 41 26 58 | 71 26 10 |
| Narragansett Pier..... | R. I..... | Northern part of the town..... | 41 26 00 | 71 27 20 |
| Point Judith..... | R. I..... | Near light..... | 41 21 40 | 71 29 00 |
| Watch Hill..... | R. I..... | Near light..... | 41 18 20 | 71 51 30 |

* Obtained from latest Coast-Survey charts.

THIRD DISTRICT—Continued.

| Name of station. | State. | Locality. | Approximate position.* | |
|---------------------|-----------|--|------------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| New Shoreham..... | R. I..... | Block Island, east side, near landing..... | 41 10 20 | 71 33 30 |
| Block Island..... | R. I..... | Block Island, west side, near Dickens' Point. | 41 09 40 | 71 36 40 |
| Montauk Point..... | N. Y..... | At the light..... | 41 04 00 | 71 51 30 |
| Ditch Plain..... | N. Y..... | 3 miles southwest of Montauk light..... | 41 02 10 | 71 54 30 |
| Hither Plain..... | N. Y..... | $\frac{1}{2}$ mile southwest of Fort Pond..... | 41 01 30 | 71 57 50 |
| Napeague..... | N. Y..... | Abreast of Napeague Harbor..... | 40 59 45 | 72 02 40 |
| Amagansett..... | N. Y..... | Abreast of the village..... | 40 58 00 | 72 08 20 |
| Georgica..... | N. Y..... | 1 mile south of village of East Hampton.. | 40 56 40 | 72 11 40 |
| Mecox..... | N. Y..... | 2 miles south of the village of Bridgehampton. | 40 54 10 | 72 18 00 |
| Southampton..... | N. Y..... | $\frac{3}{4}$ mile south of the village..... | 40 52 10 | 72 23 40 |
| Shinnecock..... | N. Y..... | 3 miles from the head of Shinnecock Bay. | 40 50 40 | 72 27 50 |
| Tiana..... | N. Y..... | 4 miles east of Quogue..... | 40 49 40 | 73 31 30 |
| Quogue..... | N. Y..... | $\frac{1}{2}$ mile south of the village..... | 40 48 20 | 72 36 00 |
| Petunk..... | N. Y..... | $1\frac{1}{2}$ miles southwest of Petunk village..... | 40 47 30 | 72 39 00 |
| Moriches..... | N. Y..... | 2 $\frac{1}{2}$ miles southwest of Speonk village..... | 40 46 30 | 72 43 10 |
| Forge River..... | N. Y..... | 3 $\frac{1}{2}$ miles south of Moriches..... | 40 44 30 | 72 49 00 |
| Smith's Point..... | N. Y..... | Abreast of the point..... | 40 44 00 | 72 52 20 |
| Bellport..... | N. Y..... | 4 miles south of the village..... | 40 42 40 | 72 55 50 |
| Blue Point..... | N. Y..... | 4 $\frac{1}{2}$ miles south of Patchogue..... | 40 40 40 | 73 01 20 |
| Lone Hill..... | N. Y..... | 4 $\frac{1}{2}$ miles south of Sayville..... | 40 39 40 | 73 04 20 |
| Point of Woods..... | N. Y..... | 5 miles south of Islip..... | 40 38 50 | 73 08 10 |
| Fire Island..... | N. Y..... | $\frac{1}{2}$ mile west of Fire Island light..... | 40 37 40 | 73 13 20 |
| Oak Island..... | N. Y..... | East end of Oak Island..... | 40 38 10 | 73 17 40 |
| Gilgo..... | N. Y..... | West end of Oak Island..... | 40 37 20 | 73 22 20 |
| Jones's Beach..... | N. Y..... | East end of Jones's Beach..... | 40 36 40 | 73 26 20 |
| Zach's Inlet..... | N. Y..... | West end of Jones's Beach..... | 40 36 10 | 73 28 50 |
| Short Beach..... | N. Y..... | $\frac{1}{2}$ mile east of Jones's Inlet..... | 40 35 30 | 73 31 20 |
| Point Lookout..... | N. Y..... | 2 miles west of Now Inlet..... | 40 35 10 | 73 35 40 |
| Long Beach..... | N. Y..... | Near Lucy's Inlet..... | 40 34 40 | 73 39 00 |
| Far Rockaway..... | N. Y..... | East end of Rockaway Beach..... | 40 35 30 | 73 44 00 |
| Rockaway..... | N. Y..... | Near the village of Rockaway..... | 40 35 30 | 73 47 20 |
| Rockaway Point..... | N. Y..... | West end of Rockaway Beach..... | 40 34 10 | 73 51 50 |
| Coney Island..... | N. Y..... | Manhattan Beach..... | 40 34 20 | 73 56 20 |
| Eaton's Neck..... | N. Y..... | East side entrance to Huntington Bay, Long Island Sound. | 40 57 10 | 73 24 00 |

FOURTH DISTRICT.

COAST OF NEW JERSEY.

| | | | | |
|----------------------|-----------|---|----------|----------|
| Sandy Hook..... | N. J..... | East of main light..... | 40 27 40 | 73 59 50 |
| Spermaceti Cove..... | N. J..... | East of the upper end of cove..... | 40 25 40 | 73 59 00 |
| Seabright..... | N. J..... | About a mile south of Navesink light..... | 40 22 50 | 73 58 30 |
| Monmouth Beach..... | N. J..... | About a mile south of Seabright..... | 40 20 30 | 73 58 30 |
| Long Branch..... | N. J..... | Green's Pond..... | 40 18 40 | 73 59 00 |
| Deal..... | N. J..... | Asbury Park..... | 40 13 50 | 73 59 50 |
| Shark River..... | N. J..... | Near the mouth of Shark River..... | 40 11 30 | 74 00 00 |

* Obtained from latest Coast-Survey charts.

FOURTH DISTRICT—Continued.

| Name of station. | State. | Locality. | Approximate position.* | |
|------------------------|-----------|---|------------------------|-----------------------|
| | | | Latitude, north. | Longitude, west. |
| Spring Lake..... | N. J..... | 2½ miles south of Shark River..... | 40 09 20 | 74 01 20 |
| Squan Beach..... | N. J..... | 1 mile southeast of Squan village..... | 40 07 00 | 74 02 00 |
| Bayhead..... | N. J..... | At the head of Barnegat Bay..... | 40 04 00 | 74 02 40 |
| Mantoloking..... | N. J..... | 2½ miles south of head of Barnegat Bay..... | 40 01 40 | 74 03 10 |
| Chadwick's..... | N. J..... | 5 miles south of head of Barnegat Bay..... | 39 59 10 | 74 04 00 |
| Tom's River..... | N. J..... | On the beach abreast mouth Tom's River..... | 39 56 10 | 74 04 30 |
| Island Beach..... | N. J..... | 1½ miles south of Seaside Park..... | 39 53 40 | 74 05 00 |
| Cedar Creek..... | N. J..... | 5½ miles north of Barnegat Inlet..... | 39 51 10 | 74 05 10 |
| Forked River..... | N. J..... | North side of Barnegat Inlet..... | 39 48 10 | 74 05 40 |
| Barnegat..... | N. J..... | South side of Barnegat Inlet..... | 39 45 30 | 74 06 10 |
| Loveladies Island..... | N. J..... | On the beach abreast of the island..... | 39 43 50 | 74 07 20 |
| Harvey's Cedars..... | N. J..... | 5½ miles south of Barnegat Inlet..... | 39 41 20 | 74 08 30 |
| Ship Bottom..... | N. J..... | Midway of Long Beach..... | 39 38 10 | 74 11 00 |
| Long Beach..... | N. J..... | 1½ miles north of Beach Haven..... | 39 35 00 | 74 13 20 |
| Bond's..... | N. J..... | 2½ miles south of Beach Haven..... | 39 32 00 | 74 15 20 |
| Little Egg..... | N. J..... | Near the light, north of inlet..... | 39 30 10 | 74 17 20 |
| Little Beach..... | N. J..... | South side of Little Egg Inlet..... | 39 27 30 | 74 19 30 |
| Brigantine..... | N. J..... | 5½ miles north of Absecom light..... | 39 25 30 | 74 20 30 |
| South Brigantine..... | N. J..... | 3½ miles north of Absecom light..... | 39 24 00 | 74 22 00 ^b |
| Atlantic City..... | N. J..... | At Absecom light..... | 39 22 00 | 74 24 50 |
| Absecom..... | N. J..... | 3 miles south of Absecom light..... | 39 20 50 | 74 27 40 |
| Great Egg..... | N. J..... | 6 miles south of Absecom light..... | 39 19 00 | 74 31 10 |
| Ocean City..... | N. J..... | South side of the inlet..... | 39 17 20 | 74 34 00 |
| Peck's Beach..... | N. J..... | 3½ miles north of Corson's Inlet..... | 39 14 50 | 74 36 50 |
| Corson's Inlet..... | N. J..... | Near the inlet, north side..... | 39 13 10 | 74 38 20 |
| Sea Isle City..... | N. J..... | 3½ miles north of Townsend's Inlet..... | 39 09 50 | 74 41 00 |
| Townsend's Inlet..... | N. J..... | Near the inlet, north side..... | 39 07 30 | 74 42 40 |
| Tatham's..... | N. J..... | 3½ miles northeast of Hereford Inlet..... | 39 03 40 | 74 45 00 |
| Hereford Inlet..... | N. J..... | Near Hereford light..... | 39 00 20 | 74 47 20 |
| Holly Beach..... | N. J..... | 6 miles northeast of Cape Island City..... | 38 58 40 | 74 49 50 |
| Turtle Gut..... | N. J..... | 4 miles east-northeast of Cape Island City..... | 38 57 10 | 74 51 10 |
| Cold Spring..... | N. J..... | 1 mile east of Cape Island City..... | 38 56 00 | 74 54 00 |
| Cape May..... | N. J..... | Near the light..... | 38 55 40 | 74 57 30 |
| Bay Shore..... | N. J..... | 2½ miles northwest of Cape Island City..... | 38 56 40 | 74 58 10 |

FIFTH DISTRICT.

COAST OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

| | | | | |
|-------------------------|----------|--|----------|----------|
| Lewes..... | Del..... | 2 miles west from Cape Henlopen light..... | 38 46 50 | 75 07 10 |
| Cape Henlopen..... | Del..... | ¾ mile southerly of Cape Henlopen light..... | 38 45 50 | 75 04 50 |
| Rehoboth Beach..... | Del..... | Opposite north end of Rehoboth Bay..... | 38 41 30 | 75 04 20 |
| Indian River Inlet..... | Del..... | North of inlet..... | 38 37 50 | 75 03 40 |
| Ocean City..... | Md..... | Just north of village..... | 38 20 00 | 75 05 00 |
| North Beach..... | Md..... | 10 miles south of Ocean City..... | 38 11 30 | 75 09 20 |
| Green Run Inlet..... | Md..... | North of inlet..... | 38 04 30 | 75 12 50 |
| Pope's Island..... | Va..... | 2 miles south of Green Run Inlet..... | 38 00 20 | 75 15 40 |
| Assateague Beach..... | Va..... | 1½ miles south of Assateague light..... | 37 53 40 | 75 21 40 |

* Obtained from latest Coast-Survey charts.

FIFTH DISTRICT—Continued.

| Name of station. | State. | Locality. | Approximate position.* | |
|------------------------|---------|---|------------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| Wallop's Beach..... | Va..... | 1½ miles south of Chincoteague Inlet..... | 37 52 00 | 75 26 50 |
| Watchapreague..... | Va..... | South end of Cedar Island..... | 37 35 20 | 75 36 40 |
| Parramore's Beach..... | Va..... | Midway of beach..... | 37 32 20 | 75 37 20 |
| Hog Island..... | Va..... | South end of Hog Island..... | 37 22 50 | 75 41 30 |
| Cobb's Island..... | Va..... | South end of Cobb's Island..... | 37 17 30 | 75 47, 00 |
| Smith's Island..... | Va..... | At Cape Charles light..... | 37 07 00 | 75 53 40 |

SIXTH DISTRICT.

COAST OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO CAPE FEAR.)

| | | | | |
|-------------------------|-----------|---|----------|----------|
| Cape Henry..... | Va..... | ¾ mile southeast of Cape Henry light..... | 36 55 10 | 75 59 50 |
| Seatack..... | Va..... | 5½ miles south of Cape Henry light..... | 36 51 10 | 75 58 40 |
| Dam Neck Mills..... | Va..... | 10 miles south of Cape Henry light..... | 36 47 10 | 75 57 30 |
| Little Island..... | Va..... | On beach abreast of North Bay..... | 36 41 30 | 75 55 20 |
| False Cape..... | Va..... | On beach abreast of Back Bay..... | 36 36 00 | 75 53 50 |
| Wash Woods..... | N. C..... | On beach abreast of Knott's Island..... | 36 32 00 | 75 53 10 |
| Currituck Inlet..... | N. C..... | 5½ miles north of Currituck Beach light.. | 36 27 30 | 75 50 40 |
| Whale's Head..... | N. C..... | ¾ mile north of Currituck Beach light..... | 36 23 20 | 75 49 40 |
| Poyner's Hill..... | N. C..... | 5½ miles south of Currituck Beach light.. | 36 17 50 | 75 48 10 |
| Caffey's Inlet..... | N. C..... | 10¼ miles south of Currituck Beach light.. | 36 13 40 | 75 46 20 |
| Paul Gamiel's Hill..... | N. C..... | 5 miles north of Kitty Hawk..... | 36 08 00 | 75 42 50 |
| Kitty Hawk..... | N. C..... | On the beach abreast of north end of Kitty Hawk Bay. | 36 03 50 | 75 41 30 |
| Kill Devil Hills..... | N. C..... | 4½ miles south of Kitty Hawk..... | 36 00 10 | 75 39 40 |
| Nag's Head..... | N. C..... | 8 miles north of Oregon Inlet..... | 35 56 00 | 75 36 40 |
| Bodie's Island..... | N. C..... | ¾ mile northeast of Bodie's Island light.. | 35 49 40 | 75 23 20 |
| Oregon Inlet..... | N. C..... | ½ mile south of Oregon Inlet..... | 35 47 50 | 75 32 10 |
| Pea Island..... | N. C..... | 2 miles north of New Inlet..... | 35 42 50 | 75 29 30 |
| New Inlet..... | N. C..... | ½ mile south of New Inlet..... | 35 41 00 | 75 29 00 |
| Chicomico..... | N. C..... | 5 miles south of New Inlet..... | 35 36 40 | 75 27 50 |
| Gull Shoal..... | N. C..... | 11 miles south of New Inlet..... | 35 29 50 | 75 28 40 |
| Little Kinnakeet..... | N. C..... | 11 miles north of Cape Hatteras light..... | 35 25 00 | 75 29 10 |
| Big Kinnakeet..... | N. C..... | 5½ miles north of Cape Hatteras light..... | 35 20 00 | 75 30 20 |
| Cape Hatteras..... | N. C..... | 1 mile south of light..... | 35 14 20 | 75 31 20 |
| Creed's Hill..... | N. C..... | 4 miles west of Cape Hatteras light..... | 35 14 30 | 75 35 00 |
| Durant's..... | N. C..... | 3 miles east of Hatteras Inlet..... | 35 12 45 | 75 40 20 |
| Ocracoke..... | N. C..... | 2½ miles west of Hatteras Inlet..... | 35 10 45 | 75 46 10 |
| Cape Fear..... | N. C..... | On Smith's Island, Cape Fear..... | 33 50 30 | 77 57 20 |

*Obtained from latest Coast-Survey charts.

SEVENTH DISTRICT.

COAST OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

| Name of Station. | State. | Locality. | Approximate position.* | |
|---------------------------|------------|---|------------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| Morris Island | S. C. | Near Charleston light | 32 42 00 | 79 52 30 |
| Smith's Creek† | Fla | 20 miles south of Matanzas Inlet..... | 29 26 10 | 81 06 15 |
| Mosquito Lagoon† | Fla | On beach outside the lagoon..... | 28 51 30 | 80 46 20 |
| Chester Shoal† | Fla | 11 miles north of Cape Canaveral..... | 28 36 40 | 80 35 50 |
| Cape Malabart | Fla | 30 miles south of Cape Canaveral..... | 28 03 10 | 80 32 45 |
| Bethel Creek† | Fla | 11 miles north of Indian River Inlet..... | 27 40 00 | 80 21 20 |
| Indian River Inlet† | Fla | South side of inlet..... | 27 29 45 | 80 17 50 |
| Gilbert's Bar† | Fla | Saint Lucie Rocks, north side Saint Lucie Inlet. | 27 12 00 | 80 09 50 |
| Jupiter Inlet | Fla | South side of Inlet..... | 26 55 40 | 80 04 00 |
| Orange Groves† | Fla | Southern end Lake Worth, 32 miles south of Jupiter Inlet. | 26 27 30 | 80 03 20 |
| Fort Lauderdale | Fla | 7 miles north of New River Inlet..... | 26 08 00 | 80 06 00 |
| Biscayne Bay† | Fla | 10 miles north of Boca Ratonnes, Narrows Cut. | 25 54 10 | 80 08 00 |

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

| | | | | |
|-------------------|-----------|---|----------|----------|
| Santa Rosa | Fla | 3 miles east of Fort Pickens..... | 30 19 00 | 87 14 30 |
| Sabine Pass | Tex..... | East side of Pass | 29 43 00 | 93 50 00 |
| San Luis | Tex..... | West end Galveston Island..... | 29 07 00 | 95 04 00 |
| Saluria | Tex..... | Northeast end Matagorda Island..... | 28 23 00 | 96 24 00 |
| Aransas | Tex..... | Northeast end Mustang Island..... | 27 51 00 | 97 03 00 |
| Brazos | Tex..... | North end Brazos Island, entrance to Brazos Santiago. | 26 04 00 | 97 08 00 |

NINTH DISTRICT.

LAKES ERIE AND ONTARIO.

| | | | | |
|------------------------|------------|---|--|--|
| Big Sandy | N. Y..... | North side of mouth of Big Sandy Creek, Lake Ontario. | | |
| Salmon Creek† | N. Y..... | East side of mouth of Salmon Creek, Lake Ontario. | | |
| Oswego | N. Y..... | Entrance of Oswego Harbor, Lake Ontario. | | |
| Charlotte | N. Y..... | Entrance of Charlotte Harbor, Lake Ontario. | | |
| Buffalo | N. Y..... | Entrance of Buffalo Harbor, Lake Erie.. | | |
| Erie | Pa | Entrance of Erie Harbor, Lake Erie..... | | |
| Fairport | Ohio | Entrance of Fairport Harbor, Lake Erie.. | | |
| Cleveland | Ohio | Entrance of Cleveland Harbor, Lake Erie. | | |
| Point Marblehead | Ohio | Point Marblehead, near Quarry Docks, Lake Erie. | | |
| Louisville | Ky | Falls of the Ohio River, Louisville, Ky.. | | |

* Obtained from latest Coast-Survey charts.

† House of refuge. No crew employed.

‡ Destroyed by fire March 27, 1886.

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

| Name of station. | State. | Locality. | Approximate position. | |
|-------------------------|------------|---|-----------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| Sand Beach..... | Mich | Inside the harbor, Lake Huron | 0 1 " | 0 1 " |
| Point aux Barques | Mich | Near light, Lake Huron..... | ..... | ..... |
| Grindstone City | Mich | 1 mile northwest of city, Lake Huron ..... | ..... | ..... |
| Ottawa Point | Mich | Near light, Lake Huron ..... | ..... | ..... |
| Sturgeon Point | Mich | Near light, Lake Huron ..... | ..... | ..... |
| Thunder Bay Island .. | Mich | Near light, Lake Huron ..... | ..... | ..... |
| Middle Island | Mich | North end of Middle Island, Lake Huron..... | ..... | ..... |
| Hammond's Bay | Mich | Hammond's Bay, Lake Huron ..... | ..... | ..... |
| Vermillion Point..... | Mich | 10 miles west of White Fish Point, Lake Superior..... | ..... | ..... |
| Crisp's | Mich | 16 miles west of White Fish Point, Lake Superior..... | ..... | ..... |
| Two Heart River | Mich | Near mouth of Two Heart River, Lake Superior..... | ..... | ..... |
| Muskallonge Lake..... | Mich | Near mouth of Sucker River, Lake Superior..... | ..... | ..... |
| Ship-Canal | Mich | Old Portage Lake Ship-Canal, near north end..... | ..... | ..... |

ELEVENTH DISTRICT.

LAKE MICHIGAN.

| | | | | |
|------------------------|------------|---|-------|-------|
| Beaver Island..... | Mich | Near light ..... | ..... | ..... |
| North Manitou Island. | Mich | Near Pickard's wharf ..... | ..... | ..... |
| Point Betsy..... | Mich | Near light ..... | ..... | ..... |
| Frankfort*..... | Mich | In the harbor ..... | ..... | ..... |
| Manistee | Mich | Entrance of harbor ..... | ..... | ..... |
| Grand Point au Sable.. | Mich | 1 mile south of light ..... | ..... | ..... |
| Ludington | Mich | In the harbor ..... | ..... | ..... |
| Pent Water*..... | Mich | Entrance of harbor ..... | ..... | ..... |
| White River*..... | Mich | Entrance of harbor ..... | ..... | ..... |
| Muskegon | Mich | Entrance of harbor, Port Sherman..... | ..... | ..... |
| Grand Haven | Mich | Entrance of harbor ..... | ..... | ..... |
| Holland | Mich | In the harbor ..... | ..... | ..... |
| South Haven* | Mich | Entrance of harbor ..... | ..... | ..... |
| Saint Joseph..... | Mich | In the harbor ..... | ..... | ..... |
| Chicago..... | Ill | In the harbor ..... | ..... | ..... |
| Evanston | Ill | Evanston, Ill., on Northwestern University grounds..... | ..... | ..... |
| Kenosha | Wis | In the harbor, on Washington Island ..... | ..... | ..... |
| Racine | Wis | In the harbor ..... | ..... | ..... |
| Milwaukee | Wis | Near entrance of harbor..... | ..... | ..... |
| Sheboygan..... | Wis | Entrance of harbor..... | ..... | ..... |
| Two Rivers..... | Wis | Entrance of harbor ..... | ..... | ..... |
| Sturgeon Bay..... | Wis | Eastern entrance of canal ..... | ..... | ..... |

* In course of construction.

TWELFTH DISTRICT.

PACIFIC COAST.

| Name of station. | State. | Locality. | Approximate position.* | |
|-----------------------|-------------|--|------------------------|------------------|
| | | | Latitude, north. | Longitude, west. |
| Neah Bay | Wash. Ter.. | On Indian reservation | 48 22 00 | 124 38 20 |
| Shoalwater Bay..... | Wash. Ter.. | Near light-house boat-landing | 46 43 30 | 124 03 00 |
| Cape Disappointment.. | Wash. Ter.. | Baker's Bay | 46 16 40 | 124 02 00 |
| Cape Arago..... | Oreg..... | Coos Bay, near light..... | 43 20 20 | 124 22 00 |
| Humboldt Bay..... | Cal..... | Near light | 40 46 00 | 124 12 50 |
| Bolinas Bay† | Cal..... | 1½ miles north-northeast of Bolinas Point. | 37 54 20 | 122 41 00 |
| Golden Gate Park..... | Cal..... | On beach in Golden Gate Park, San Francisco..... | 37 45 50 | 122 30 30 |

* Obtained from latest Coast-Survey charts.

† Destroyed by fire.

DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

(373)

DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, &c., if the patient does not revive, then proceed thus:

RULE II. *To expel water, &c., from the stomach and chest.*—(See Fig.



FIG. I. *Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.*

I.)—If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

RULE III. To produce breathing.—(See Fig. II.)—Clear the mouth

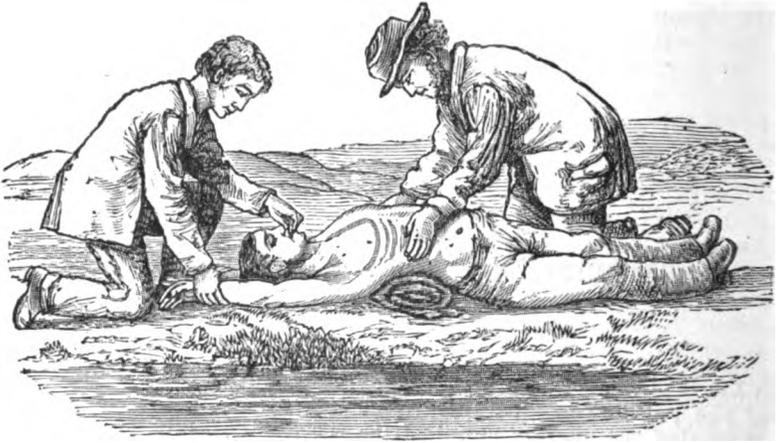


FIG. II. Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.

and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored, after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air-passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile, after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly

practised from the beginning by the assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction towards the body, with firm grasping pressure and energy, using the bare hands, dry flannels, or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, &c., to the limbs and soles of the feet.

RULE IV. AFTER-TREATMENT.—*Externally*: As soon as breathing is established, let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally*: Give whiskey or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations*: After reaction is fully established, there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours, it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard-plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

NOTE.—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semi-contraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.* This being so, the mere clinching of the jaws and semi-contraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the tasks of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.

ABSTRACTS

OF

RETURNS OF WRECKS AND CASUALTIES TO VESSELS

WHICH HAVE OCCURRED ON AND NEAR THE COASTS AND
ON THE RIVERS OF THE UNITED STATES,

AND TO

AMERICAN VESSELS AT SEA AND ON THE COASTS
OF FOREIGN COUNTRIES,

DURING THE

FISCAL YEAR ENDING JUNE 30, 1886.

(379)

WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR
1885-'86.

The following is the twelfth annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries.

The statistics relating to disasters upon our own coasts are compiled from reports obtained and received through the officers of the customs, in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters which have occurred to American shipping in foreign waters are derived from reports received from our consular officers abroad and through the courtesy of officers of foreign governments, an interchange of such information having been effected, through the Department of State, with most other maritime nations.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

1. All casualties outside of, but in proximity to, the coast-line;
2. All casualties occurring in the bays and harbors adjacent to the coasts named;
3. All casualties occurring in or near the mouths of rivers emptying into the ocean or gulf;

II. Disasters occurring upon the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the great lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, Saint Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
2. All casualties occurring in rivers, straits, &c., connecting the several lakes named;

3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea or in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows, viz:

1. *Foundering*—embracing founderings which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

2. *Strandings*—embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

3. *Collisions*—embracing all collisions between vessels only.

4. *Other causes*—embracing disasters resulting from various causes, as follows, viz :

Fire, irrespective of result ;

Scuttling, or any intentional damage to vessel ;

Collisions with fields or quantities of ice, although vessel may be sunk thereby ;

Striking on sunken wrecks, anchors, buoys, piers, or bridges ;

Leakage, (except when vessel foundered or went ashore for safety) ;

Loss of masts, sails, boats, or any portion of vessel's equipments ;

Capsizing, when vessel did not sink ;

Damage to machinery ;

Fouling of anchors ;

Striking of lightning ;

Explosion of boilers ;

Breakage of wheels ;

Also waterlogged, missing, and abandoned vessels.

Since the publication of the annual statement for the fiscal year ending June 30, 1885, information has been received of the occurrence of disasters during that year to one hundred and ten American vessels, involving the loss of thirty-five lives ; also the loss of thirteen lives on thirteen vessels suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred:

| Coasts, &c. | Foundering. | | | Strandings. | | | Collisions. | | | Other causes. | | | Totals. | | |
|--------------------------------|-------------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|---------------|----------|-------------|----------|----------|-------------|
| | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. |
| Atlantic and Gulf coasts | 1 | 40 | ... | 10 | 2, 093 | ... | 17 | 5, 043 | ... | 6 | 763 | ... | 34 | 7, 939 | ... |
| Pacific coast | ... | ... | ... | 4 | 337 | ... | 2 | 1, 561 | ... | 6 | 2, 671 | ... | 12 | 4, 569 | ... |
| Great lakes | ... | ... | ... | 2 | 1, 122 | ... | 9 | 3, 896 | ... | 13 | 4, 761 | ... | 24 | 9, 779 | ... |
| Rivers | ... | ... | ... | 5 | 751 | ... | ... | ... | ... | 12 | 2, 572 | ... | 14 | 3, 323 | ... |
| At sea or in foreign waters... | 1 | 228 | 1 | 5 | 7, 691 | ... | 3 | 633 | ... | 17 | 9, 426 | 34 | 26 | 17, 978 | 35 |
| Total | 2 | 268 | 1 | 23 | 11, 994 | ... | 31 | 11, 133 | ... | 54 | 20, 193 | 34 | 110 | 43, 588 | 35 |

| Coasts, &c. | Vessels totally lost. | | | Vessels partially damaged. | | | Vessels not damaged. | | | Aggregate. | | |
|--------------------------------|-----------------------|----------|-------------|----------------------------|----------|-------------|----------------------|----------|-------------|------------|----------|-------------|
| | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. |
| Atlantic and Gulf coast. | 3 | 746 | ... | 26 | 7, 193 | ... | 4 | 692 | 4 | 38 | 8, 631 | 4 |
| Pacific coast | 1 | 1, 676 | ... | 11 | 2, 893 | ... | 3 | 1, 401 | 3 | 15 | 5, 970 | 3 |
| Great lakes | ... | ... | ... | 24 | 9, 779 | ... | 1 | 310 | 1 | 25 | 10, 089 | 1 |
| Rivers | 9 | 2, 688 | ... | 5 | 635 | ... | 5 | 946 | 5 | 19 | 4, 269 | 5 |
| At sea or in foreign waters .. | 7 | 6, 727 | 35 | 19 | 11, 251 | ... | ... | ... | ... | 26 | 17, 978 | 25 |
| Total | 25 | 11, 837 | 35 | 85 | 31, 751 | ... | 13 | 3, 349 | 13 | 123 | 46, 937 | 48 |

Of the lives lost, reported above, one was lost on the schooner Estella Day, of New Castle, Delaware, which foundered south of Cape Hatteras, North Carolina, March 20, 1885; six are supposed to have been lost on the schooner D. B. Everett, of Rockland, Maine, which sailed from Cape Haytien, Hayti, for Boston, Massachusetts, about March 5, 1885, since which time she has not been heard from; twenty-two were lost on the bark Napoleon, of New Bedford, Massachusetts, which was sunk by ice in Bering Sea, May 5, 1885; six are supposed to have been lost on the schooner William H. Boardman, of Calais, Maine, which sailed from Sagua la Grande, Cuba, for Philadelphia, Pennsylvania, on February 7, 1885, since which time she has not been heard from; two were lost by vessels in collision; five fell overboard; two, supposed to have been insane, jumped overboard; one was washed overboard by a heavy sea; one slipped overboard from the gangway; one fell overboard while intoxicated; and one was scalded by escaping steam.

As the foregoing could not properly be included in the report for the fiscal year just closed, the General Summary Table of the previous year, amended so as to include the particulars furnished by the wreck reports mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the fiscal year ending June 30, 1885.

FOUNDERSINGS.

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | At sea or in foreign waters. | Total. |
|--|---------------------------|----------------|--------------|----------|------------------------------|-----------|
| Number of vessels..... | 35 | | 10 | 11 | 16 | 72 |
| Tonnage of vessels partially damaged..... | 3,564 | | 300 | 256 | 89 | 4,209 |
| Tonnage of vessels totally lost..... | 2,529 | | 1,061 | 603 | 5,339 | 9,532 |
| Value of vessels..... | \$399,150 | | \$41,800 | \$45,400 | \$173,500 | \$659,850 |
| Value of cargoes..... | \$223,700 | | \$12,225 | \$445 | \$64,500 | \$300,870 |
| Loss to vessels..... | \$61,175 | | \$32,900 | \$38,600 | \$172,530 | \$305,205 |
| Loss to cargoes..... | \$68,995 | | \$9,060 | \$175 | \$63,050 | \$141,280 |
| Insurance on vessels..... | \$41,350 | | \$15,000 | \$19,800 | \$45,300 | \$121,450 |
| Insurance on cargoes..... | \$214,825 | | \$7,500 | | \$9,350 | \$231,675 |
| Laden..... | 25 | | 8 | 4 | 13 | 50 |
| In ballast..... | 10 | | 2 | 7 | 3 | 22 |
| Wrecks involving total loss..... | 20 | | 8 | 7 | 15 | 50 |
| Casualties involving partial and unknown damage..... | 15 | | 2 | 4 | 1 | 22 |
| Number of passengers..... | 6 | | | 15 | 8 | 29 |
| Number in crews..... | 138 | | 47 | 65 | 132 | 380 |
| Total on board..... | 142 | | 47 | 80 | 140 | 409 |
| Number of lives lost..... | 15 | | 4 | 15 | 18 | 52 |

Summary of disasters to vessels which occurred on and near the coasts, &c.—Continued.

STRANDINGS.

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | At sea or in foreign waters. | Total. |
|--|---------------------------|----------------|--------------|-----------|------------------------------|-------------|
| Number of vessels..... | 243 | 27 | 88 | 22 | 66 | 446 |
| Tonnage of vessels partially damaged..... | 38,564 | 5,117 | 30,469 | 7,516 | 11,541 | 93,207 |
| Tonnage of vessels totally lost..... | 16,816 | 3,967 | 3,275 | 1,541 | 23,959 | 49,578 |
| Value of vessels..... | \$2,746,930 | \$618,150 | \$1,545,400 | \$795,800 | \$1,942,300 | \$7,648,580 |
| Value of cargoes..... | \$988,880 | \$82,920 | \$477,255 | \$220,850 | \$1,071,845 | \$3,641,750 |
| Loss to vessels..... | \$1,103,175 | \$235,785 | \$232,925 | \$54,055 | \$1,590,300 | \$3,216,250 |
| Loss to cargoes..... | \$356,640 | \$3,560 | \$139,010 | \$64,100 | \$618,465 | \$1,183,775 |
| Insurance on vessels..... | \$1,236,725 | \$86,650 | \$745,200 | \$166,700 | \$585,140 | \$3,130,415 |
| Insurance on cargoes..... | \$566,565 | \$54,085 | \$305,135 | \$74,500 | \$650,850 | \$1,651,735 |
| Laden..... | 173 | 13 | 99 | 15 | 45 | 317 |
| In ballast..... | 70 | 12 | 19 | 7 | 21 | 129 |
| Wrecks involving total loss..... | 96 | 12 | 13 | 6 | 43 | 170 |
| Casualties involving partial and unknown damage..... | 147 | 15 | 75 | 16 | 23 | 276 |
| Number of passengers..... | 859 | 53 | 77 | 362 | 397 | 1,728 |
| Number in crews..... | 1,679 | 236 | 814 | 419 | 830 | 3,978 |
| Total on board..... | 2,538 | 269 | 891 | 781 | 1,227 | 5,706 |
| Number of lives lost..... | 14 | 5 | 1 | ..... | 17 | 37 |

COLLISIONS.

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | At sea or in foreign waters. | Total. |
|--|---------------------------|----------------|--------------|-------------|------------------------------|--------------|
| Number of vessels..... | 402 | 32 | 143 | 94 | 85 | 756 |
| Tonnage of vessels partially damaged..... | 162,097 | 25,150 | 53,425 | 29,183 | 40,971 | 310,826 |
| Tonnage of vessels totally lost..... | 1,494 | 12 | 1,210 | 2,092 | 5,839 | 10,647 |
| Value of vessels..... | \$14,116,750 | \$1,890,500 | \$2,890,600 | \$1,951,060 | \$1,512,300 | \$22,361,210 |
| Value of cargoes..... | \$2,567,665 | \$169,350 | \$500,580 | \$213,680 | \$618,930 | \$4,068,165 |
| Loss to vessels..... | \$257,480 | \$23,640 | \$128,740 | \$131,685 | \$341,830 | \$881,355 |
| Loss to cargoes..... | \$67,420 | \$35 | \$10,430 | \$12,550 | \$118,380 | \$228,815 |
| Insurance on vessels..... | \$1,847,450 | \$902,700 | \$688,950 | \$691,200 | \$455,725 | \$4,786,025 |
| Insurance on cargoes..... | \$948,215 | \$50,000 | \$254,551 | \$103,000 | \$345,330 | \$1,701,200 |
| Laden..... | 184 | 16 | 71 | 40 | 42 | 353 |
| In ballast..... | 154 | 12 | 50 | 43 | 18 | 277 |
| Unknown whether laden or not..... | 64 | 4 | 22 | 11 | 25 | 126 |
| Wrecks involving total loss..... | 14 | 1 | 2 | 6 | 11 | 34 |
| Casualties involving partial and unknown damage..... | 388 | 31 | 141 | 88 | 74 | 723 |
| Number of passengers..... | 7,386 | 343 | 206 | 4,164 | 60 | 12,339 |
| Number in crews..... | 4,390 | 463 | 1,167 | 1,011 | 737 | 7,758 |
| Total on board..... | 11,776 | 826 | 1,433 | 5,175 | 787 | 19,997 |
| Number of lives lost..... | 5 | ..... | 8 | 2 | 21 | 31 |

OTHER CAUSES.

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | At sea or in foreign waters. | Total. |
|--|---------------------------|----------------|--------------|-------------|------------------------------|--------------|
| Number of vessels..... | 188 | 21 | 141 | 142 | 244 | 736 |
| Tonnage of vessels partially damaged..... | 43,986 | 8,425 | 53,002 | 25,012 | 97,985 | 227,810 |
| Tonnage of vessels totally lost..... | 3,656 | 1,925 | 2,649 | 9,680 | 19,140 | 37,050 |
| Value of vessels..... | \$3,925,010 | \$1,102,000 | \$2,756,700 | \$1,755,600 | \$5,713,600 | \$15,252,910 |
| Value of cargoes..... | \$958,990 | \$63,700 | \$592,645 | \$841,105 | \$3,143,455 | \$5,599,895 |
| Loss to vessels..... | \$605,985 | \$163,075 | \$433,895 | \$690,005 | \$1,090,395 | \$2,983,355 |
| Loss to cargoes..... | \$128,550 | \$1,500 | \$57,005 | \$158,210 | \$570,830 | \$916,095 |
| Insurance on vessels..... | \$1,239,210 | \$458,000 | \$1,450,445 | \$639,900 | \$2,686,975 | \$6,474,530 |
| Insurance on cargoes..... | \$673,090 | ..... | \$433,795 | \$123,300 | \$1,494,730 | \$2,724,915 |
| Laden..... | 104 | 9 | 84 | 72 | 206 | 475 |
| In ballast..... | 84 | 12 | 57 | 70 | 38 | 261 |
| Wrecks involving total loss..... | 28 | 5 | 12 | 45 | 46 | 136 |
| Casualties involving partial and unknown damage..... | 160 | 16 | 129 | 97 | 198 | 600 |
| Number of passengers..... | 632 | 237 | 106 | 2,311 | 834 | 4,120 |
| Number in crews..... | 1,449 | 356 | 1,266 | 2,213 | 2,985 | 8,269 |
| Total on board..... | 2,081 | 593 | 1,372 | 4,524 | 3,819 | 12,389 |
| Number of lives lost..... | 6 | 6 | 10 | 27 | 154 | 203 |

Summary of disasters to vessels which occurred on and near the coasts, &c.—Continued.

RECAPITULATION.

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | At sea or in foreign waters. | Total. |
|--|---------------------------|----------------|--------------|-------------|------------------------------|--------------|
| Number of vessels..... | 868 | 80 | 352 | 269 | 411 | 2,010 |
| Laden..... | 486 | 40 | 232 | 131 | 306 | 1,195 |
| In ballast..... | 318 | 36 | 128 | 127 | 80 | 689 |
| Unknown whether laden or not..... | 64 | 4 | 22 | 11 | 25 | 126 |
| Wrecks involving total loss..... | 158 | 18 | 35 | 64 | 115 | 390 |
| Casualties involving partial and unknown damage..... | 710 | 62 | 347 | 205 | 296 | 1,620 |
| Number of passengers..... | 8,883 | 633 | 440 | 6,852 | 1,299 | 18,116 |
| Number in crews..... | 7,854 | 1,055 | 3,294 | 3,708 | 4,674 | 20,385 |
| Total on board..... | 16,537 | 1,688 | 3,743 | 10,560 | 5,973 | 38,501 |
| Number of lives lost..... | 40 | 11 | 18 | 44 | 210 | *323 |
| Total tonnage vessels partially damaged..... | 248,211 | 38,692 | 137,196 | 61,967 | 149,986 | 636,052 |
| Total tonnage vessels lost..... | 24,405 | 5,994 | 8,195 | 13,916 | 54,277 | 106,807 |
| Aggregate..... | 272,706 | 44,616 | 145,391 | 75,883 | 204,263 | 742,859 |
| Total value of vessels..... | \$21,187,840 | \$3,610,650 | \$7,234,500 | \$4,547,860 | \$9,341,700 | \$45,922,550 |
| Total value of cargoes..... | 4,739,235 | 315,970 | 1,582,685 | 1,276,060 | 4,896,730 | 12,810,680 |
| Aggregate..... | 25,927,075 | 3,926,620 | 8,817,185 | 5,823,920 | 14,238,430 | 58,733,230 |
| Total losses to vessels..... | \$2,027,815 | \$422,510 | \$826,460 | \$914,325 | \$3,195,055 | \$7,386,105 |
| Total losses to cargoes..... | 621,605 | 7,095 | 215,505 | 255,035 | 1,370,725 | 2,469,965 |
| Aggregate..... | 2,649,420 | 429,605 | 1,041,965 | 1,169,360 | 4,565,780 | 9,856,130 |
| Total insurance on vessels..... | \$1,304,735 | \$1,457,350 | \$3,099,595 | \$1,817,600 | \$3,773,140 | \$14,512,420 |
| Total insurance on cargoes..... | 2,402,695 | 104,685 | 1,000,485 | 301,400 | 2,500,260 | 6,309,525 |
| Aggregate..... | 6,767,430 | 1,562,035 | 4,100,080 | 2,119,000 | 6,273,400 | 20,821,945 |

* In addition to the number of lives lost here reported, 215 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 538.

As the tables hereinafter given, from Nos. 1 to 65, inclusive, embrace all casualties involving losses as low as \$50, for the purpose of exhibiting their nature, causes, and localities, the character of vessels, loss of life, and other information of importance, the following table of disasters, involving damage amounting to \$500 and upward, (damage less than that amount to vessels and cargoes being considered unimportant in a pecuniary sense,) is subjoined, the corresponding table for the two previous years being also reprinted for the purpose of comparison:

Statement showing amount of losses for fiscal years ending June 30, 1884, 1885, and 1886.

YEAR ENDING JUNE 30, 1884.

| | \$500 to \$1,000. | \$1,000 to \$2,000. | \$2,000 to \$5,000. | \$5,000 to \$10,000. | \$10,000 to \$20,000. | \$20,000 to \$30,000. | \$30,000 to \$40,000. | \$40,000 to \$50,000. | \$50,000 to \$75,000. | \$75,000 to \$100,000. | \$100,000 to \$200,000. | \$200,000 to \$300,000. | \$300,000 and over. | Unknown. | Total. |
|----------------------------------|-------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|-------------------------|-------------------------|---------------------|----------|--------|
| Atlantic and Gulf coasts..... | 179 | 90 | 87 | 40 | 27 | 9 | 6 | 3 | 7 | 1 | 2 | ... | 1 | 79 | 510 |
| Pacific coast..... | 8 | 5 | 9 | 9 | 5 | ... | ... | ... | 1 | ... | 4 | ... | ... | 7 | 48 |
| Great lakes..... | 61 | 48 | 44 | 29 | 26 | 8 | 8 | ... | 2 | ... | 1 | ... | ... | 35 | 296 |
| Rivers..... | 38 | 33 | 35 | 8 | 8 | 4 | 2 | 1 | 5 | 2 | 2 | ... | 1 | 14 | 151 |
| At sea or in foreign waters..... | 58 | 43 | 72 | 67 | 38 | 19 | 6 | 3 | 6 | 2 | 3 | 3 | 1 | 18 | 339 |
| Total..... | 344 | 219 | 251 | 153 | 104 | 40 | 22 | 6 | 21 | 5 | 10 | 4 | 2 | 153 | 1,334 |

Statement showing amount of losses &c.—Continued.

YEAR ENDING JUNE 30, 1885.

| | \$500 to \$1,000. | \$1,000 to \$2,000. | \$2,000 to \$5,000. | \$5,000 to \$10,000. | \$10,000 to \$20,000. | \$20,000 to \$30,000. | \$30,000 to \$40,000. | \$40,000 to \$50,000. | \$50,000 to \$75,000. | \$75,000 to \$100,000. | \$100,000 to \$200,000. | \$200,000 to \$300,000. | \$300,000 and over. | Unknown. | Total. |
|-----------------------------------|-------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|-------------------------|-------------------------|---------------------|----------|--------|
| Atlantic and Gulf coasts | 125 | 77 | 84 | 48 | 23 | 5 | 3 | 1 | 5 | 2 | 1 | 1 | 1 | 66 | 441 |
| Pacific coast | 15 | 4 | 8 | 8 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 49 |
| Great lakes | 60 | 35 | 34 | 17 | 13 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 24 | 190 |
| Rivers | 37 | 24 | 40 | 24 | 12 | 3 | 1 | 2 | 4 | 1 | 1 | 1 | 1 | 18 | 165 |
| At sea or in foreign waters | 70 | 31 | 32 | 39 | 47 | 17 | 9 | 1 | 7 | 1 | 6 | 1 | 1 | 34 | 295 |
| Total | 307 | 171 | 198 | 136 | 97 | 30 | 15 | 5 | 17 | 5 | 7 | 2 | 1 | 149 | 1,140 |

YEAR ENDING JUNE 30, 1886.

| | | | | | | | | | | | | | | | |
|-----------------------------------|-----|-----|-----|-----|----|----|----|---|----|---|---|---|---|-----|-------|
| Atlantic and Gulf coasts | 169 | 114 | 110 | 55 | 37 | 8 | 6 | 3 | 10 | 4 | 3 | 1 | 1 | 92 | 611 |
| Pacific coast | 8 | 7 | 13 | 14 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 55 |
| Great lakes | 60 | 29 | 40 | 17 | 13 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 23 | 187 |
| Rivers | 40 | 23 | 37 | 20 | 11 | 3 | 6 | 2 | 2 | 1 | 1 | 1 | 1 | 25 | 168 |
| At sea or in foreign waters | 70 | 51 | 61 | 55 | 32 | 15 | 20 | 5 | 4 | 2 | 3 | 2 | 1 | 23 | 343 |
| Total | 347 | 224 | 261 | 161 | 99 | 27 | 35 | 9 | 17 | 6 | 7 | 4 | 1 | 167 | 1,364 |

The subjoined tables show, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1884-'85 and 1885-'86, with the percentage of increase or decrease of the latter compared with the former:

NUMBER OF VESSELS INVOLVED.

| | 1884-'85. | 1885-'86. | Per cent. of— |
|-----------------------------------|-----------|-----------|-----------------|
| Atlantic | 834 | 1,158 | Increase, 38.85 |
| Pacific | 68 | 75 | Increase, 10.29 |
| Great lakes | 358 | 330 | Decrease, 7.62 |
| Rivers | 255 | 268 | Increase, 5.10 |
| At sea or in foreign waters | 385 | 464 | Increase, 20.52 |
| Aggregate | 1,900 | 2,295 | Increase, 20.79 |

VALUE OF VESSELS AND CARGOES.

| | | | |
|-----------------------------------|--------------|--------------|-----------------|
| Atlantic | \$25,664,635 | \$22,825,125 | Decrease, 11.06 |
| Pacific | 3,589,320 | 4,343,455 | Increase, 21.01 |
| Great lakes | 8,099,960 | 7,774,760 | Decrease, 3.99 |
| Rivers | 5,562,275 | 7,003,090 | Increase, 25.90 |
| At sea or in foreign waters | 12,730,530 | 13,908,365 | Increase, 9.25 |
| Aggregate | 55,646,660 | 53,850,805 | Increase, .38 |

LOSSES TO VESSELS AND CARGOES.

| | | | |
|-----------------------------------|-------------|-------------|-----------------|
| Atlantic | \$2,604,860 | \$3,631,705 | Increase, 39.42 |
| Pacific | 305,460 | 467,310 | Increase, 52.99 |
| Great lakes | 1,003,915 | 969,515 | Decrease, 3.43 |
| Rivers | 1,030,760 | 1,136,720 | Increase, 10.28 |
| At sea or in foreign waters | 3,625,410 | 3,708,625 | Increase, 3.95 |
| Aggregate | 8,570,405 | 9,973,875 | Increase, 16.38 |

TONNAGE OF VESSELS INVOLVED.

| | 1884-'85. | 1885-'86. | Per cent. of— |
|----------------------------------|-----------|-----------|-----------------|
| Atlantic..... | 264,767 | 339,607 | Increase, 28.30 |
| Pacific..... | 40,047 | 38,486 | Decrease, 3.90 |
| Great lakes..... | 135,612 | 144,540 | Increase, 6.50 |
| Rivers..... | 72,560 | 87,225 | Increase, 20.21 |
| At sea or in foreign waters..... | 186,285 | 188,537 | Increase, 1.21 |
| Aggregate..... | 609,271 | 798,491 | Increase, 14.10 |

TONNAGE OF VESSELS TOTALLY LOST.

| | 1884-'85. | 1885-'86. | Per cent. of— |
|----------------------------------|-----------|-----------|------------------|
| Atlantic..... | 23,749 | 48,060 | Increase, 102.37 |
| Pacific..... | 4,248 | 2,940 | Decrease, 30.79 |
| Great lakes..... | 8,195 | 12,460 | Increase, 52.04 |
| Rivers..... | 11,228 | 12,459 | Increase, 10.96 |
| At sea or in foreign waters..... | 47,650 | 46,334 | Decrease, 2.56 |
| Aggregate..... | 94,970 | 122,253 | Increase, 28.73 |

On the 30th of June, 1886, the total number of registered, enrolled, and licensed vessels belonging to the United States, exclusive of canal-boats, were 22,499, with a total tonnage of 4,032,393; of this number 2,199 vessels, having a total tonnage of 725,235, met with casualties during the year, being 9.77 per cent. of the total number.

The following exhibit shows the number of steam and sailing vessels and barges registered, enrolled, and licensed, belonging to the United States on June 30, 1886, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

Comparative table.—Casualties to vessels.

| Classification. | Number of vessels belonging to the United States. | Number of casualties to vessels. | Ratio of casualties to number of vessels. |
|----------------------|---|----------------------------------|---|
| Steam-vessels..... | 5,467 | 664 | As 1 to 8.23 |
| Sailing-vessels..... | 16,018 | 1,501 | As 1 to 10.67 |
| Barges..... | 1,014 | 34 | As 1 to 29.82 |
| Total..... | 22,499 | 2,199 | As 1 to 10.23 |

During the year 789 vessels were reported as having met with collisions; but, as two vessels were engaged in each collision, (though in a few instances three or more collided with one another in gales, &c.,) the actual number of casualties of this nature were a little less than one-half that number.

Eighty-seven foreign vessels, having an aggregate tonnage of 69,717, met with disasters in American waters during the year. The nationalities, values involved, &c., of these vessels are given in certain of the accompanying tables.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 249 persons perished, by drowning or by accident

on board, out of crews employed on 215 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to tend fishing-trawls or for other purposes. In some instances lives were lost by people falling to the deck from aloft, and by being struck by spars, tackling, &c., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties, for the last eleven fiscal years :

| Fiscal years. | Number of casualties. | Number of persons on board. | Number of lives lost. | Ratio of lives lost to number on board. | Ratio of lives lost to number of casualties. |
|---------------|-----------------------|-----------------------------|-----------------------|---|--|
| 1875-'76..... | 2,173 | 23,602 | *885 | As 1 to 26.67 | As 1 to 2.45 |
| 1876-'77..... | 2,062 | 28,139 | *817 | As 1 to 34.44 | As 1 to 2.52 |
| 1877-'78..... | 1,942 | 25,133 | *568 | As 1 to 42.08 | As 1 to 3.25 |
| 1878-'79..... | 2,942 | 27,811 | *743 | As 1 to 37.43 | As 1 to 2.82 |
| 1879-'80..... | 2,318 | 33,330 | *417 | As 1 to 79.95 | As 1 to 5.56 |
| 1880-'81..... | 2,029 | 30,475 | *605 | As 1 to 50.37 | As 1 to 3.35 |
| 1881-'82..... | 2,095 | 33,921 | *494 | As 1 to 68.67 | As 1 to 4.24 |
| 1882-'83..... | 1,959 | 32,695 | *519 | As 1 to 63.00 | As 1 to 3.77 |
| 1883-'84..... | 2,170 | 31,879 | *798 | As 1 to 39.95 | As 1 to 2.72 |
| 1884-'85..... | 1,900 | 36,396 | *288 | As 1 to 126.34 | As 1 to 6.66 |
| 1885-'86..... | 2,295 | 35,263 | *531 | As 1 to 66.41 | As 1 to 4.32 |

* This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded :

| Fiscal years. | Number of casualties. | Number of persons on board. | Number of lives lost. | Ratio of lives lost to number on board. | Ratio of lives lost to number of casualties. |
|---------------|-----------------------|-----------------------------|-----------------------|---|--|
| 1875-'76..... | 1,808 | 19,255 | *650 | As 1 to 29.62 | As 1 to 2.78 |
| 1876-'77..... | 1,525 | 21,688 | *315 | As 1 to 68.85 | As 1 to 4.84 |
| 1877-'78..... | 1,531 | 20,327 | *399 | As 1 to 50.94 | As 1 to 3.83 |
| 1878-'79..... | 1,571 | 21,898 | *237 | As 1 to 92.40 | As 1 to 6.63 |
| 1879-'80..... | 1,883 | 28,128 | *187 | As 1 to 150.42 | As 1 to 10.07 |
| 1880-'81..... | 1,655 | 25,881 | *290 | As 1 to 92.43 | As 1 to 5.91 |
| 1881-'82..... | 1,772 | 28,621 | *252 | As 1 to 113.58 | As 1 to 7.03 |
| 1882-'83..... | 1,598 | 27,566 | *333 | As 1 to 82.78 | As 1 to 4.89 |
| 1883-'84..... | 1,718 | 24,610 | *333 | As 1 to 73.90 | As 1 to 5.16 |
| 1884-'85..... | 1,515 | 31,468 | *113 | As 1 to 278.48 | As 1 to 13.40 |
| 1885-'86..... | 1,831 | 29,888 | *269 | As 1 to 111.11 | As 1 to 6.81 |

* This number is exclusive of lives lost where vessels suffered no damage.

TABLES.

ATLANTIC AND GULF COASTS.

TABLE 1.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

| Months. | Total value of ves- sels. | | Total value of car- goes. | | Total value of ves- sels, value | | Total value of car- goes, value | | Loss to vessels. | | Loss to cargoes. | | Number of cargoes not damaged, or damage un- known. | |
|----------------|---------------------------|-------------|---------------------------|-----------|---------------------------------|--------------------------|---------------------------------|-----------|------------------|------------|------------------|---------|---|---------|
| | Number. | Amount. | Number. | Amount. | Number of vessels, value | Number of cargoes, value | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| July..... | 51 | \$1,541,900 | 27 | \$79,150 | 2 | 2 | 46 | \$137,885 | 13 | \$14,375 | 1 | 15 | 1 | 15 |
| August..... | 108 | 1,769,390 | 47 | 371,515 | 5 | 6 | 97 | 87,015 | 16 | 8,465 | ..... | ..... | ..... | 36 |
| September..... | 70 | 1,180,350 | 39 | 93,175 | 1 | 7 | 56 | 79,400 | 17 | 16,835 | ..... | ..... | ..... | 32 |
| October..... | 95 | 1,542,400 | 54 | 146,120 | 3 | 14 | 90 | 103,960 | 20 | 18,150 | ..... | ..... | ..... | 50 |
| November..... | 90 | 1,373,680 | 18 | 430,215 | 3 | 18 | 84 | 201,265 | 24 | 27,700 | ..... | ..... | ..... | 52 |
| December..... | 136 | 1,416,425 | 8 | 450,175 | 4 | 8 | 127 | 339,510 | 17 | 41,952,980 | ..... | ..... | ..... | 46 |
| January..... | 137 | 1,361,600 | 77 | 443,915 | 5 | 4 | 134 | 497,505 | 8 | 184,155 | ..... | ..... | ..... | 34 |
| February..... | 97 | 2,707,900 | 60 | 863,330 | 5 | 4 | 95 | 434,210 | 30 | 286,075 | ..... | ..... | ..... | 38 |
| March..... | 81 | 2,632,750 | 7 | 640,110 | 5 | 3 | 77 | 298,680 | 32 | 262,700 | ..... | ..... | ..... | 31 |
| April..... | 72 | 1,127,310 | 5 | 189,335 | 4 | 3 | 69 | 176,075 | 20 | 65,585 | ..... | ..... | ..... | 26 |
| May..... | 59 | 1,779,600 | 7 | 172,670 | 5 | 4 | 60 | 56,910 | 6 | 14,875 | ..... | ..... | ..... | 26 |
| June..... | 84 | 1,241,580 | 46 | 250,530 | ..... | 4 | 75 | 127,340 | 10 | 23,505 | ..... | ..... | ..... | 40 |
| Total..... | 1,080 | 18,694,895 | 78 | 4,130,240 | 36 | 79 | 1,010 | 2,539,875 | 148 | 303 | 4 | 426 | 4 | 426 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

TABLE 2.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coast during the year ending June 30, 1886, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS on board, and the number of LIVES LOST.*

| Months. | Number of disasters resulting in total loss to vessels. | Number of disasters resulting in partial damage to vessels. | Whether total or partial loss unknown. | Number of casualties resulting in no damage to vessels. | Total. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Total number in crews, including masters, &c. | Total number of passengers. | Total number of lives lost. |
|-----------------|---|---|--|---|--------|----------------------------------|-----------------------------|---|-----------------------------|-----------------------------|
| July | 6 | 40 | ..... | 5 | 51 | 1,559 | 19,634 | 491 | 1,524 | 1 |
| August | 20 | 77 | 5 | 11 | 113 | 955 | 27,090 | 893 | 2,965 | 14 |
| September | 13 | 43 | 8 | 6 | 70 | 1,773 | 15,376 | 489 | 575 | 2 |
| October | 15 | 75 | 14 | 4 | 108 | 2,439 | 41,995 | 647 | 813 | 2 |
| November | 16 | 68 | 18 | 6 | 108 | 5,311 | 19,468 | 774 | 545 | 6 |
| December | 31 | 96 | 9 | 8 | 144 | 7,245 | 24,792 | 893 | 344 | 9 |
| January | 48 | 86 | 6 | 2 | 142 | 9,169 | 20,978 | 857 | 21 | 29 |
| February | 22 | 73 | 5 | 2 | 102 | 8,200 | 29,586 | 986 | 616 | 12 |
| March | 21 | 56 | 6 | 5 | 88 | 5,583 | 36,064 | 831 | 1,089 | 7 |
| April | 13 | 56 | 7 | 1 | 77 | 3,359 | 15,534 | 536 | 787 | 9 |
| May | 8 | 52 | 6 | ..... | 66 | 1,007 | 19,882 | 391 | 172 | 1 |
| June | 10 | 65 | 8 | 6 | 89 | 1,460 | 21,238 | 554 | 749 | 8 |
| Total | 223 | 787 | 92 | 56 | 1,158 | 48,060 | 291,637 | 8,342 | 10,200 | 133 |

TABLE 3.—*Abstract of returns of disasters of vessels on the ATLANTIC and GULF coast during the year ending June 30, 1886, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

| Months. | Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE. | | | | | No. of vessels and cargoes reported not insured. | | No. of vessels and cargoes, whether insured or not, unknown. | | Vessels in ballast. |
|-----------------|--|-----------|----------|-----------|----------------------------|--|----------|--|----------|---------------------|
| | Vessels. | | Cargoes. | | Total amount of insurance. | Vessels. | Cargoes. | Vessels. | Cargoes. | |
| | No. | Amount. | No. | Amount. | | | | | | |
| July | 13 | \$53,090 | 6 | \$15,000 | \$68,090 | 34 | 9 | 4 | 14 | 13 |
| August | 34 | 624,960 | 13 | 51,545 | 676,505 | 66 | 20 | 13 | 15 | 21 |
| September | 25 | 171,800 | 19 | 111,230 | 283,030 | 35 | 15 | 10 | 15 | 21 |
| October | 30 | 166,300 | 21 | 84,165 | 250,465 | 60 | 23 | 15 | 26 | 26 |
| November | 33 | 334,390 | 18 | 211,360 | 545,750 | 53 | 30 | 23 | 31 | 31 |
| December | 42 | 318,605 | 30 | 222,230 | 540,835 | 77 | 27 | 25 | 32 | 32 |
| January | 43 | 292,825 | 25 | 262,190 | 555,015 | 78 | 39 | 21 | 26 | 26 |
| February | 49 | 826,840 | 21 | 266,820 | 1,093,660 | 38 | 21 | 15 | 28 | 28 |
| March | 28 | 935,000 | 20 | 209,675 | 1,144,675 | 43 | 19 | 17 | 24 | 16 |
| April | 26 | 188,150 | 13 | 184,715 | 372,865 | 36 | 17 | 10 | 14 | 14 |
| May | 18 | 160,600 | 13 | 128,330 | 288,930 | 38 | 13 | 10 | 14 | 29 |
| June | 26 | 384,700 | 11 | 74,300 | 459,000 | 46 | 16 | 17 | 29 | 28 |
| Total | 367 | 4,457,260 | 210 | 1,771,560 | 6,228,820 | 604 | 249 | 187 | 274 | 426 |

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, distinguishing the NATURE of each casualty.

| Nature of casualty. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Foundered | 2 | 10 | 1 | 3 | 4 | 7 | 8 | 4 | 2 | 2 | 4 | 6 | 53 |
| Stranded | 13 | 30 | 21 | 19 | 26 | 53 | 69 | 33 | 28 | 28 | 11 | 26 | 357 |
| Collided | 24 | 48 | 36 | 67 | 65 | 54 | 18 | 32 | 44 | 23 | 36 | 40 | 492 |
| Capsized | | | | 1 | 1 | | | | 1 | 1 | | | 8 |
| Damage to hull, masts, rigging, &c | 1 | 8 | 2 | 5 | 3 | 10 | 12 | 10 | 6 | 9 | 3 | 1 | 71 |
| Damage to machinery | 7 | | 2 | 2 | 2 | 4 | 1 | 3 | | 2 | 4 | 2 | 25 |
| Explosion of boiler | | | | | | 4 | 5 | 5 | 3 | | | | 6 |
| Fire | 2 | 1 | 4 | 4 | 2 | 10 | 7 | 7 | 3 | 4 | 3 | 5 | 42 |
| Ice | | | | | | 2 | 14 | 7 | 2 | | | | 25 |
| Sprung a leak | 4 | 1 | 6 | 2 | 2 | 3 | 4 | 1 | | 1 | 1 | | 23 |
| Struck by lightning | 1 | 1 | | | | | | | | | | | 2 |
| Struck wharf, bridge, sunken wreck, &c. | 2 | 10 | | 1 | 2 | 3 | 8 | 3 | | 1 | 4 | 3 | 37 |
| Waterlogged | | | | | | | | | | | | 1 | 1 |
| Miscellaneous | | 1 | 3 | | 1 | 2 | 2 | 1 | 1 | 1 | | 4 | 16 |
| Total | 51 | 113 | 70 | 108 | 108 | 144 | 142 | 102 | 88 | 77 | 66 | 89 | 1,158 |

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, distinguishing the CAUSE of each disaster.

| Class and cause of disaster. | Foundering. | Strandings. | Other causes. | Missing ves- sels. | Total. |
|---|-------------|-------------|---------------|-----------------------|--------|
| CLASS 1.—Causes connected with the weather : | | | | | |
| Calms, currents, and tides | | 11 | 3 | | 14 |
| Darkness | | 20 | 2 | | 20 |
| Fog | | 41 | 2 | | 43 |
| Gales, hurricanes, &c. | 31 | 174 | 96 | | 301 |
| Heavy sea | 1 | 15 | 10 | | 26 |
| Lightning | | | 2 | | 2 |
| Total of class 1 | 32 | 261 | 113 | | 406 |
| CLASS 2.—Causes connected with vessels, equipments, or stowage : | | | | | |
| Defective hull, masts, rigging, &c. | | | 5 | | 5 |
| Defective chart | | 1 | | | 1 |
| Error in compass | | 2 | | | 2 |
| Total of class 2 | | 3 | 5 | | 8 |
| CLASS 3.—Causes connected with navigation and seamanship : | | | | | |
| Errors of masters, officers, or crew | | 46 | 1 | | 47 |
| Errors of pilots | | 5 | 3 | | 8 |
| Total of class 3 | | 51 | 4 | | 55 |
| CLASS 4.—Causes connected with machinery or boilers : | | | | | |
| Damage to machinery | | | 25 | | 25 |
| Explosion of boiler | | | 6 | | 6 |
| Total of class 4 | | | 31 | | 31 |
| CLASS 5.—Other causes : | | | | | |
| Absence of lights or buoys | | 5 | | | 5 |
| Fire | | | 41 | | 41 |
| Ice | | | 25 | | 25 |
| Misstayd | | 6 | | | 6 |
| Spontaneous combustion | | | 1 | | 1 |
| Sprung a leak | 20 | 6 | 11 | | 37 |
| Struck rock, wreck, bridge, &c. | | 7 | 13 | | 20 |
| Miscellaneous | 1 | 12 | 9 | | 22 |
| Unknown | | 6 | 3 | | 9 |
| Total of class 5 | 21 | 42 | 103 | | 166 |
| Aggregate | 53 | 357 | 256 | | 666 |

TABLE 6.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the number of vessels that COLLIDED, and distinguishing the CAUSE of each disaster.

| Cause of disaster. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Accidental..... | | | | 2 | 2 | 1 | | 2 | 1 | | 2 | 2 | 12 |
| Bad management..... | | | 2 | 3 | 1 | 2 | | | 1 | | | | 9 |
| Carelessness..... | 1 | | 2 | 3 | 4 | 7 | 1 | | | | | | 25 |
| Darkness..... | | 6 | | 2 | 3 | 4 | | | | | | | 21 |
| Error in judgment..... | | 1 | 2 | | 1 | | | 1 | | | | | 5 |
| Errors of pilot..... | 2 | 4 | | 2 | 2 | | | 1 | | | 1 | | 13 |
| "Fault of other vessel"..... | 11 | 19 | 12 | 21 | 14 | 20 | 3 | | 1 | 2 | 5 | 10 | 148 |
| Fault of tug towing..... | | 2 | 2 | 2 | 6 | 2 | | 2 | 2 | 2 | 2 | | 29 |
| Fog..... | 4 | 2 | 4 | 15 | | 2 | | 2 | 6 | 6 | | 10 | 60 |
| Heavy sea..... | | | | | | | | | | | | | 2 |
| High and baffling winds..... | | 2 | | | 9 | 6 | 6 | 2 | 2 | 4 | | 6 | 37 |
| Ice..... | | | | | | | 2 | | | | | | 2 |
| Misstayd..... | 2 | | | | | | | | | | | | 2 |
| Misunderstanding signals..... | | | | | | | | | | 3 | | | 3 |
| Negligence..... | | | | 3 | 3 | | | | | | | | 6 |
| Stress of weather..... | | | | | | | | 2 | | | | | 2 |
| Tides, currents, &c..... | 2 | | | 2 | | 3 | | | | 2 | 7 | 4 | 26 |
| Want of proper lights..... | | 1 | | 1 | 1 | 2 | 2 | | | | | | 7 |
| Miscellaneous..... | | | | | 2 | 2 | | | 2 | | | | 4 |
| Unavoidable..... | 1 | | | | | | | | | | | | 1 |
| Unknown..... | 1 | 8 | 12 | 11 | 17 | 5 | 4 | 6 | 7 | 6 | 6 | 1 | 84 |
| Total..... | 24 | 48 | 36 | 67 | 65 | 54 | 18 | 32 | 44 | 28 | 36 | 40 | 492 |

TABLE 7.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the number of vessels and distinguishing their DESCRIPTION.

| Description of vessels | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Barges..... | | | 1 | 2 | 1 | 1 | 1 | | | 1 | 1 | 2 | 10 |
| Barks..... | 1 | 2 | 1 | | 2 | 1 | 2 | 3 | 3 | 2 | 1 | 1 | 18 |
| Barkentines..... | 1 | | 1 | | 1 | 1 | 2 | 2 | | 1 | 1 | 1 | 12 |
| Brigs..... | 1 | 3 | 2 | 2 | | 3 | 1 | 1 | 3 | 1 | | | 19 |
| Brigantines..... | | | | | | 1 | | | | | | 1 | 2 |
| Ferry-boats..... | 5 | 3 | | 9 | 1 | 7 | 1 | 4 | 6 | 3 | 3 | 2 | 44 |
| Light-ships..... | | | | | | | | | | | 1 | | 1 |
| Schooners..... | 20 | 59 | 43 | 63 | 72 | 97 | 100 | 60 | 40 | 43 | 40 | 51 | 688 |
| Sows..... | 1 | | 2 | 1 | | | | | 3 | 1 | | | 10 |
| Ships..... | | | | | 1 | 1 | 3 | | 2 | | | | 7 |
| Sloops..... | 4 | 17 | | 4 | 3 | 3 | 10 | 2 | 5 | 5 | 3 | 3 | 59 |
| Steamers..... | 16 | 25 | 12 | 14 | 16 | 22 | 18 | 25 | 19 | 15 | 12 | 15 | 209 |
| Steam-barges..... | | | | | | 1 | | | | | | | 1 |
| Steamships..... | 2 | 2 | 2 | 7 | 2 | 2 | 3 | 5 | 5 | 4 | 3 | 5 | 42 |
| Steam-yachts..... | | 1 | | 2 | | | | | 1 | | | | 4 |
| Yachts..... | | | | | | | | | | | 1 | 1 | 2 |
| Unknown..... | | 1 | 6 | 4 | 9 | 4 | 1 | | 1 | 1 | 1 | 2 | 30 |
| Total..... | 51 | 113 | 70 | 108 | 108 | 144 | 142 | 102 | 88 | 77 | 66 | 89 | 1,158 |

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

| Nationality and rig. | July. | | August. | | Sep-tember. | | Octo-ber. | | No-vember. | | De-cember. | | Janu-ary. | | Febru-ary. | | March. | | April. | | May. | | June. | | Total. | | Aggregate. |
|----------------------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | |
| American barks..... | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Belgian steamships..... | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| British barks..... | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| British brigs..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| British schooners..... | | | | | | | | | 3 | 2 | 3 | 2 | 1 | 1 | | | | | | | | | | | | | 10 |
| British ships..... | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| British steamers..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| British steamships..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Danish brigantines..... | | | | | | | | | 2 | | | 2 | 1 | | | | | | | | | | | | | | 10 |
| Dutch brigs..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| French steamships..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| German barks..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| German steamships..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Italian barks..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Italian ships..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Italian brigs..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Norwegian barks..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Norwegian barkentines..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Norwegian brigs..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Norwegian brigantines..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Spanish steamships..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Swedish schooners..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Total..... | 1 | 1 | 5 | 2 | 4 | 2 | 4 | 4 | 2 | 4 | 5 | 6 | 4 | 4 | 4 | 2 | 5 | 4 | 4 | 3 | 3 | 3 | 7 | 28 | 45 | 70 | |
| Aggregate..... | 1 | 6 | 2 | 4 | 6 | 11 | 8 | 8 | 6 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 70 | |

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 9.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the TONNAGE, and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

| | July. | | August. | | September. | | October. | | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | Total. | | Aggregate. |
|--|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | |
| Not exceeding 50 tons..... | 1 | 8 | 12 | 23 | 8 | 10 | 4 | 10 | 1 | 17 | 6 | 30 | 22 | 31 | 2 | 21 | 5 | 0 | 5 | 14 | 3 | 10 | 4 | 24 | 70 | 205 | 275 |
| Over 50 and not exceeding 100 tons..... | 2 | 6 | 6 | 14 | 2 | 4 | 18 | 19 | 5 | 19 | 6 | 22 | 10 | 26 | 5 | 15 | 3 | 8 | 1 | 13 | 1 | 8 | 2 | 10 | 47 | 170 | 217 |
| Over 100 and not exceeding 200 tons..... | 1 | 5 | 2 | 16 | 3 | 13 | 19 | 4 | 18 | 4 | 26 | 2 | 8 | 5 | 9 | 6 | 9 | 3 | 10 | 2 | 15 | 2 | 10 | 32 | 158 | 190 | |
| Over 200 and not exceeding 300 tons..... | 1 | 1 | 4 | 4 | 1 | 4 | 5 | 2 | 6 | 7 | 7 | 3 | 4 | 1 | 0 | 1 | 7 | 1 | 6 | 1 | 3 | 2 | 9 | 23 | 62 | 85 | |
| Over 300 and not exceeding 400 tons..... | 1 | 4 | 6 | 6 | 1 | 4 | 3 | 11 | 5 | 6 | 2 | 8 | 3 | 9 | 2 | 3 | 2 | 1 | 3 | 1 | 3 | 2 | 5 | 16 | 63 | 79 | |
| Over 400 and not exceeding 500 tons..... | 8 | 8 | 7 | 8 | 1 | 2 | 2 | 7 | 1 | 2 | 4 | 3 | 2 | 3 | 2 | 1 | 2 | 5 | 1 | 4 | 1 | 5 | 4 | 12 | 42 | 54 | |
| Over 500 and not exceeding 600 tons..... | 3 | 3 | 8 | 8 | 1 | 2 | 7 | 7 | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 7 | 4 | 1 | 2 | 1 | 2 | 5 | 5 | 4 | 12 | 42 | 54 |
| Over 600 and not exceeding 700 tons..... | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 4 | 4 | 1 | 2 | 3 | 4 | 4 | 2 | 6 | 17 | 33 | 34 |
| Over 700 and not exceeding 800 tons..... | 1 | 1 | 2 | 2 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 2 | 2 | 3 | 8 | 11 | 12 |
| Over 800 and not exceeding 900 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 14 | 15 | 16 |
| Over 900 and not exceeding 1,000 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 5 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Over 1,000 and not exceeding 1,100 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 1,100 and not exceeding 1,200 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 1,200 and not exceeding 1,300 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 1,300 and not exceeding 1,400 tons..... | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 1 | 2 | 3 | 3 | 3 | 1 | 2 | 3 | 3 | 0 | 2 | 2 | 2 | 4 | 3 | 4 | 3 | 4 | 2 | 5 |
| Over 1,400 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Unknown..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total..... | 6 | 45 | 20 | 93 | 13 | 57 | 15 | 93 | 16 | 92 | 31 | 113 | 48 | 94 | 22 | 80 | 21 | 67 | 13 | 64 | 8 | 56 | 10 | 79 | 223 | 935 | 1,158 |
| Aggregate..... | 51 | 113 | 70 | 108 | 108 | 108 | 144 | 142 | 102 | 88 | 77 | 66 | 80 | 1,158 | | | | | | | | | | | | | |

NOTE.—In the column of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the number of vessels and distinguishing their AGE.

| Age. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|--------------|
| Not exceeding 3 years | 11 | 12 | 3 | 11 | 14 | 29 | 24 | 10 | 7 | 5 | 10 | 9 | 145 |
| Over 3 and not exceeding 7 years | 2 | 14 | 8 | 12 | 7 | 11 | 17 | 14 | 22 | 10 | 7 | 13 | 137 |
| Over 7 and not exceeding 10 years | 2 | 12 | 3 | 6 | 7 | 11 | 14 | 8 | 9 | 5 | 2 | 9 | 84 |
| Over 10 and not exceeding 14 years | 8 | 22 | 11 | 21 | 16 | 29 | 26 | 14 | 14 | 14 | 12 | 20 | 207 |
| Over 14 and not exceeding 20 years | 14 | 26 | 14 | 28 | 23 | 21 | 20 | 20 | 11 | 20 | 14 | 11 | 222 |
| Over 20 and not exceeding 25 years | 6 | 8 | 7 | 3 | 11 | 17 | 10 | 14 | 8 | 5 | 7 | 10 | 106 |
| Over 25 and not exceeding 30 years | 2 | 4 | 2 | 12 | 6 | 8 | 6 | 6 | 6 | 3 | 3 | 4 | 64 |
| Over 30 and not exceeding 35 years | 1 | 4 | 10 | 5 | 7 | 8 | 6 | 7 | 3 | 2 | 7 | 1 | 60 |
| Over 35 and not exceeding 40 years | 4 | 3 | 2 | 3 | 2 | 2 | 8 | 6 | 3 | 5 | 1 | 2 | 40 |
| Over 40 and not exceeding 45 years | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| Over 45 and not exceeding 50 years | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 8 |
| Over 50 years | 1 | 5 | 7 | 6 | 13 | 6 | 7 | 3 | 3 | 8 | 3 | 7 | 69 |
| Unknown | 1 | 5 | 7 | 6 | 13 | 6 | 7 | 3 | 3 | 8 | 3 | 7 | 69 |
| Total | 51 | 113 | 70 | 108 | 108 | 144 | 142 | 102 | 88 | 77 | 66 | 89 | 1,158 |

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1886, showing the number of vessels and distinguishing their CARGOES.

| Cargoes. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|--------------|
| Ballast | 22 | 59 | 21 | 38 | 29 | 55 | 52 | 34 | 25 | 31 | 26 | 33 | 425 |
| Asphaltum | | | 1 | | | | | | | | | | 1 |
| Chemicals | | | | | | 1 | | | | | | | 2 |
| Coal | 9 | 14 | 9 | 26 | 16 | 19 | 22 | 10 | 14 | 10 | 11 | 12 | 172 |
| Copper | | | | | | | | | | | | | 1 |
| Cotton, cotton seed, &c | | | | 1 | 2 | 1 | 1 | 1 | 2 | | | | 8 |
| Fertilizers | | 2 | 1 | 1 | 3 | 5 | 3 | 6 | 5 | 1 | | | 31 |
| Fish, oysters, &c | 2 | 5 | 3 | 1 | 10 | 10 | 19 | 13 | 4 | 6 | 3 | 1 | 77 |
| Fruit, coffee, nuts, &c | | 1 | | | 1 | | | 1 | 1 | 1 | | | 4 |
| Grain | | | | 1 | | 6 | 5 | 1 | 1 | | 1 | | 15 |
| Ice | 3 | | | 2 | 1 | | | | 2 | 1 | | | 11 |
| Iron, iron ore, &c | 1 | 1 | 1 | | 3 | 3 | 2 | | | 3 | 1 | 2 | 17 |
| Lime | | | 3 | 1 | 1 | 2 | | | | | | | 7 |
| Live stock | | 1 | | | | | | | | | 1 | | 2 |
| Logwood | | | | | | 2 | 1 | | | | | | 4 |
| Lumber, timber, &c | 4 | 4 | 9 | 8 | 7 | 12 | 10 | 10 | 5 | 9 | 2 | 12 | 92 |
| Merchandise (general) | 1 | 6 | 2 | 1 | 5 | 3 | 5 | 8 | 9 | 3 | 4 | 5 | 52 |
| Naval stores | | | | | | | 1 | | | | | | 2 |
| Petroleum | | | | | | 1 | 1 | 1 | 1 | | | | 4 |
| Provisions, &c | 2 | | | | | 2 | 2 | | | 1 | | | 7 |
| Railroad iron | | | | 1 | | | 1 | | | | | | 4 |
| Railroad stock | | | | | | | | | | | | | 1 |
| Salt | | | 1 | | 1 | 3 | 1 | 2 | | | | 3 | 11 |
| Sand, plaster, &c | 1 | 2 | | 1 | 1 | 3 | 1 | | 1 | | | | 12 |
| Stone, brick, &c | 4 | 5 | 5 | 6 | 3 | 2 | 3 | | 2 | 1 | | 1 | 34 |
| Sugar, molasses, &c | | | | | 1 | 2 | 1 | 2 | 3 | 3 | 1 | | 13 |
| Tar, turpentine, &c | 1 | | | 1 | | | 1 | | 1 | | | | 4 |
| Whale oil | | 1 | | | | | | 1 | | 2 | | | 2 |
| Wood | | 5 | 1 | 3 | 2 | 5 | 3 | 3 | 2 | 2 | 2 | 2 | 30 |
| Miscellaneous | 1 | 1 | 6 | | 4 | 4 | 4 | 5 | 7 | 2 | | 4 | 34 |
| Unknown | | 6 | 7 | 14 | 18 | 8 | 4 | 3 | 4 | 3 | 6 | 6 | 79 |
| Total | 51 | 113 | 70 | 108 | 108 | 144 | 142 | 102 | 88 | 77 | 66 | 89 | 1,158 |

TABLE 12.—Summary—ATLANTIC and GULF coasts.

| Nature of casualties. | Number of vessels. | Total number of tons. | Laden. | Ballast. | Unknown whether laden or not. | Total loss. | Partial and unknown loss.* | Number of passengers. | Number in crews. | Total on board. | Total number of lives lost. |
|------------------------|--------------------|-----------------------|------------|------------|-------------------------------|-------------|----------------------------|-----------------------|------------------|-----------------|-----------------------------|
| Foundering | 53 | 7,397 | 33 | 20 | | 31 | 23 | 8 | 207 | 215 | 40 |
| Strandings | 357 | 90,743 | 264 | 93 | | 142 | 215 | 1,550 | 2,693 | 4,243 | 68 |
| Vessels collided | 492 | 186,406 | 208 | 205 | 79 | 15 | 477 | 6,922 | 3,655 | 10,577 | 7 |
| Other causes | 256 | 55,151 | 149 | 107 | | 35 | 221 | 1,720 | 1,787 | 3,507 | 18 |
| Total | 1,158 | 339,697 | 634 | 425 | 79 | 223 | 935 | 10,200 | 8,342 | 18,542 | 133 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

| Months. | Total value of ves- sels. | | Number of ves- sels, value | | Total value of car- goes. | | Number of cargoes, value | | Unknown whether laden or not. | | Loss to vessels. | | Loss to cargoes. | | Number of vessels damaged, loss, amount unknown. | | Number of cargoes totally lost, amount unknown. | | Number of cargoes not damaged or damage un- known. | | |
|----------------|---------------------------|-----------|----------------------------|--------------------------|---------------------------|----------|--------------------------|---------|-------------------------------|---------|------------------|----------|------------------|---------|--|---------|---|---------|--|---------|-------|
| | Number. | Amount. | Number of vessels, value | Number of cargoes, value | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | |
| July..... | 6 | \$250,005 | ..... | ..... | 4 | \$16,000 | ..... | ..... | ..... | ..... | 0 | \$16,450 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| August..... | 5 | 84,500 | ..... | ..... | 4 | 110,235 | ..... | ..... | ..... | ..... | 5 | 80,800 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| September..... | 7 | 97,500 | ..... | ..... | 5 | 114,595 | ..... | ..... | ..... | ..... | 7 | 52,680 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| October..... | 4 | 294,500 | ..... | ..... | 4 | 24,525 | ..... | ..... | ..... | ..... | 4 | 53,463 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| November..... | 15 | 374,000 | ..... | ..... | 11 | 177,185 | ..... | ..... | ..... | ..... | 14 | 51,700 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| December..... | 12 | 125,000 | ..... | ..... | 11 | 177,083 | ..... | ..... | ..... | ..... | 14 | 11,500 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| January..... | 10 | 917,000 | ..... | ..... | 6 | 73,033 | ..... | ..... | ..... | ..... | 2 | 30,850 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| February..... | 3 | 16,250 | ..... | ..... | 1 | 4,180 | ..... | ..... | ..... | ..... | 9 | 1,850 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| March..... | 5 | 373,000 | ..... | ..... | 2 | 4,000 | ..... | ..... | ..... | ..... | 3 | 1,230 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| April..... | 9 | 683,000 | ..... | ..... | 7 | 446,500 | ..... | ..... | ..... | ..... | 8 | 36,600 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| June..... | 5 | 91,500 | ..... | ..... | 2 | 1,650 | ..... | ..... | ..... | ..... | 5 | 37,600 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 71 | 3,467,615 | 4 | 47 | 875,840 | 2 | 3 | 67 | 387,820 | 8 | 25 | 129,490 | 1 | 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of persons on board, and the number of LIVES LOST.

| Months. | Number of disasters resulting in total loss to vessels. | Number of disasters resulting in partial damage to vessels. | Whether total or partial loss unknown. | Number of casualties resulting in no damage to vessels. | Total. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Total number in crews, including masters, &c. | Total number of passengers. | Total number of lives lost. |
|-----------|---|---|--|---|--------|----------------------------------|-----------------------------|---|-----------------------------|-----------------------------|
| July | ..... | 6 | ..... | ..... | 6 | ..... | 1,812 | 75 | 49 | ..... |
| August | 4 | 1 | ..... | ..... | 5 | 1,380 | 195 | 64 | 60 | 15 |
| September | 3 | 4 | ..... | ..... | 7 | 303 | 1,627 | 67 | ..... | 1 |
| October | 1 | 3 | 2 | ..... | 6 | 113 | 6,231 | 116 | 159 | 1 |
| November | 6 | 8 | ..... | 1 | 15 | 492 | 6,555 | 144 | 10 | ..... |
| December | ..... | 2 | ..... | ..... | 2 | ..... | 1,441 | 58 | 23 | ..... |
| January | 4 | 5 | 1 | 1 | 11 | 260 | 6,288 | 185 | 305 | 3 |
| February | 1 | 2 | 1 | ..... | 4 | 16 | 213 | 13 | ..... | ..... |
| March | 1 | 3 | ..... | 1 | 5 | 25 | 2,897 | 68 | 38 | ..... |
| April | 1 | 7 | ..... | 1 | 9 | 281 | 6,214 | 208 | 270 | ..... |
| May | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| June | 1 | 4 | ..... | ..... | 5 | 70 | 2,073 | 58 | 7 | ..... |
| Total | 22 | 45 | 4 | 4 | 75 | 2,940 | 35,546 | 1,056 | 921 | 20 |

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT OF INSURANCE, where known.

| Months. | Number of vessels and cargoes reported to be insured, and the amount of insurance. | | | | | No. of vessels and cargoes reported not insured. | | No. of vessels and cargoes, whether insured or not, unknown. | | Vessels in ballast. |
|-----------|--|-----------|----------|----------|----------------------------|--|----------|--|----------|---------------------|
| | Vessels. | | Cargoes. | | Total amount of insurance. | Vessels. | Cargoes. | Vessels. | Cargoes. | |
| | No. | Amount. | No. | Amount. | | | | | | |
| July | 3 | \$114,000 | ..... | ..... | \$114,000 | 3 | 3 | ..... | 1 | 2 |
| August | 2 | 13,000 | ..... | ..... | 13,000 | 2 | 3 | 1 | 1 | 1 |
| September | 5 | 25,750 | ..... | ..... | 25,750 | 2 | 4 | ..... | 1 | 2 |
| October | ..... | ..... | ..... | ..... | ..... | 3 | 2 | 3 | 4 | ..... |
| November | 8 | 98,100 | 2 | \$13,000 | 111,100 | 6 | 7 | 1 | 2 | 4 |
| December | 1 | 4,000 | ..... | ..... | 4,000 | 1 | 1 | ..... | 1 | ..... |
| January | 6 | 30,500 | ..... | ..... | 30,500 | 3 | 3 | 2 | 3 | 5 |
| February | 1 | 7,000 | 1 | 3,000 | 10,000 | 2 | 1 | 1 | ..... | 2 |
| March | 2 | 9,000 | ..... | ..... | 9,000 | 2 | 1 | 1 | 1 | 3 |
| April | 2 | 13,000 | 1 | 500 | 13,500 | 7 | 4 | ..... | 2 | 2 |
| May | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| June | 4 | 59,350 | ..... | ..... | 59,350 | 1 | 2 | ..... | 1 | 2 |
| Total | 34 | 373,700 | 4 | 16,500 | 390,200 | 32 | 31 | 9 | 17 | 23 |

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, distinguishing the NATURE of each casualty.

| Nature of casualty. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Foundered | | | 1 | | 2 | | | | | | | | 3 |
| Stranded | 1 | 4 | 4 | 12 | 7 | 1 | 5 | 12 | | 3 | | | 31 |
| Collided | 12 | | | 4 | 4 | | 4 | 12 | 4 | 4 | | | 26 |
| Capsized | | | 2 | | | | | | | | | | 2 |
| Damage to hull, masts, rigging, &c | | | | | | | 1 | | | | | | 1 |
| Damage to machinery | | | | | | 1 | | | 1 | 1 | | | 3 |
| Fire | 2 | 1 | | | 1 | | | | | | | 1 | 5 |
| Struck wharf, bridge, &c | | | | | | | 1 | | | | | | 1 |
| Miscellaneous | 1 | | | | 1 | | | | | 1 | | | 3 |
| Total | 6 | 5 | 7 | 6 | 15 | 2 | 11 | 4 | 5 | 9 | | 5 | 75 |

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1886, distinguishing the CAUSE of each disaster.

| Class and cause of disaster. | Foundering. | Strandings. | Other causes. | Missing vessels. | Total. |
|--|-------------|-------------|---------------|------------------|--------|
| CLASS 1.—Causes connected with the weather: | | | | | |
| Calms, currents, and tides | | 1 | 2 | | 3 |
| Fog | | 7 | | | 7 |
| Gales, hurricanes, &c | 1 | 5 | 4 | | 10 |
| Heavy sea | | 11 | 1 | | 12 |
| Total of class 1 | 1 | 24 | 7 | | 32 |
| CLASS 3.—Causes connected with navigation and seamanship: | | | | | |
| Errors of masters, officers, or crew | | 1 | | | 1 |
| Total of class 3 | | 1 | | | 1 |
| CLASS 4.—Causes connected with machinery or boilers: | | | | | |
| Damage to machinery | | | 3 | | 3 |
| Total of class 4 | | | 3 | | 3 |
| CLASS 5.—Other causes: | | | | | |
| Fire | | | 5 | | 5 |
| Sprung a leak | 1 | | | | 1 |
| Struck rock, bridge, &c | | 2 | | | 2 |
| Miscellaneous | 1 | 3 | | | 4 |
| Mistayed | | 1 | | | 1 |
| Total of class 5 | 2 | 6 | 5 | | 13 |
| Aggregate | 3 | 31 | 15 | | 49 |

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stow-ago. No casualties are reported in this class.

TABLE 18.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of vessels that COLLIDED, and distinguishing the CAUSE of each disaster.

| Cause of disaster. | July. | | August. | | September. | | October. | | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | Total. | |
|-------------------------------|----------|------------|---------|------------|------------|------------|----------|------------|-----------|------------|-----------|------------|----------|------------|-----------|------------|--------|------------|--------|------------|--------|------------|----------|------------|-----------|---|
| | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | | |
| Bad management | | | | | | | | | 2 | | | | | | | | | | | | | | | | 2 | |
| Darkness | | | | | | | | | | | | | | | | | | | | 2 | | | | | | 2 |
| Errors of pilots | 2 | | | | | | | | | | | | | | 2 | | | | | | | | | | | 4 |
| "Fault of other vessel" | | | | | | | | | | | | | | | | | | | | | | | 2 | | | 4 |
| Fog | | | | | | | 4 | | | | | | 2 | | | | | | | | | | | | | 6 |
| High baffling winds | | | | | | | | 2 | | | | | | | | | | | | | | | | | | 2 |
| Unknown | | | | | | | | | | | | 2 | | | | | 2 | | 2 | | | | | | | 6 |
| Total | 2 | | | | | | 4 | | 4 | | | 4 | | 2 | | 2 | | 4 | | 4 | | | 2 | | 26 | |

TABLE 19.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of vessels and distinguishing their DESCRIPTION.

| Description of vessels. | July. | | August. | | September. | | October. | | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | Total. |
|-------------------------|----------|------------|----------|------------|------------|------------|-----------|------------|-----------|------------|-----------|------------|----------|------------|-----------|------------|----------|------------|-----------|------------|--------|------------|--------|------------|--------|
| | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | Total. | Partially. | |
| Barks | | | 2 | | | | | | 3 | | | | | | | | | | 1 | | | | | | 6 |
| Barkentines | | | | | | | | | | | | | | | | | | | 2 | | | | | | 2 |
| Brigs | 1 | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Ferry-boats | | | | | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| Schooners | | | 2 | | 4 | | 1 | | 3 | | | | 5 | | 2 | | 3 | | 1 | | | | 3 | | 29 |
| Ships | | | | | 1 | | 2 | | 2 | | | | 5 | | | | | | | | | | 1 | | 6 |
| Sloops | | | | | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| Steamers | 5 | | 1 | | 2 | | 2 | | 1 | | 1 | 4 | | 2 | | 1 | 4 | | 4 | | | | 1 | | 24 |
| Steamships | | | | | | | 1 | | 1 | | 1 | 1 | | 1 | | 1 | 1 | | 1 | | | | 1 | | 5 |
| Total | 6 | 5 | 7 | 6 | 15 | 2 | 11 | 4 | 5 | 9 | 5 | 9 | 4 | 5 | 9 | 5 | 9 | 5 | 75 | | | | | | |

TABLE 20.—Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1886, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

| Nationality and rig. | July. | | August. | | October. | | Total. | | Aggregate. |
|------------------------|---------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | |
| | British barks | | | 1 | | | | 1 |  |  | 1 |
| British ships | | | | | | | | 1 | 1 |
| Chilian brigs | | 1 | | | | | | 1 | 1 |
| Total | | 1 | 1 | | | | 1 | 1 | 2 |
| Aggregate | 1 | | 1 | | 1 | | 3 | | |

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

| Burden of vessels. | July. | | August. | | September. | | October. | | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | Total. | | |
|--|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | Aggregate. |
| Not exceeding 50 tons..... | 1 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | 13 |
| Over 50 and not exceeding 100 tons..... | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 |
| Over 100 and not exceeding 200 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 14 |
| Over 200 and not exceeding 300 tons..... | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 5 |
| Over 300 and not exceeding 400 tons..... | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| Over 400 and not exceeding 500 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| Over 500 and not exceeding 600 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Over 600 and not exceeding 700 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Over 700 and not exceeding 800 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 |
| Over 800 and not exceeding 900 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Over 900 and not exceeding 1,000 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Over 1,000 and not exceeding 1,100 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Over 1,100 and not exceeding 1,200 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Over 1,200 and not exceeding 1,300 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 |
| Over 1,300 and not exceeding 1,400 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Over 1,400 tons..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 |
| Unknown..... | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Total..... | 6 | 4 | 1 | 3 | 4 | 1 | 5 | 6 | 9 | 2 | 4 | 7 | 1 | 3 | 1 | 4 | 1 | 4 | 1 | 8 | | | 1 | 4 | 22 | 53 | 75 |
| Aggregate..... | 6 | 5 | 7 | 6 | 6 | 15 | 2 | 11 | 4 | 5 | 9 | 5 | 75 | | | | | | | | | | | | | | |

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of vessels and distinguishing their AGE.

| Age. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|------------------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Not exceeding 3 years | 3 | 2 | 1 | 1 | 3 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 15 |
| Over 3 and not exceeding 7 years | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 16 |
| Over 7 and not exceeding 10 years | 1 | 1 | 1 | 3 | 4 | 1 | 3 | 3 | 3 | 5 | 1 | 3 | 33 |
| Over 10 and not exceeding 14 years | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| Over 14 and not exceeding 20 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Over 20 and not exceeding 25 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| Over 25 and not exceeding 30 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| Over 30 and not exceeding 35 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| Over 35 and not exceeding 40 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Over 40 and not exceeding 45 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Over 45 and not exceeding 50 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Over 50 years | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Unknown | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Total | 6 | 5 | 7 | 6 | 15 | 2 | 11 | 4 | 5 | 9 | 5 | 5 | 75 |

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1886, showing the number of vessels and distinguishing their CARGOES.

| Cargoes. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Ballast | 2 | 1 | 2 | 1 | 4 | 1 | 5 | 2 | 3 | 2 | 1 | 2 | 23 |
| Coal | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Fish, oysters, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Fruit, coffee, nuts, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Grain | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Lumber, timber, &c | 1 | 1 | 2 | 1 | 6 | 1 | 3 | 1 | 1 | 2 | 1 | 1 | 15 |
| Merchandise (general) | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 1 | 1 | 11 |
| Provisions | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Salt | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Sand, plaster, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Stone, brick, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Whale oil | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Wood | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Miscellaneous | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Unknown | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Total | 6 | 5 | 7 | 6 | 15 | 2 | 11 | 4 | 5 | 9 | 5 | 5 | 75 |

TABLE 24.—Summary—PACIFIC coast.

| Nature of casualties. | Number of vessels. | Total number of tons. | Laden. | Ballast. | Unknown whether laden or not. | Total loss. | Partial and unknown loss.* | Number of passengers. | Number in crews. | Total on board. | Total number of lives lost. |
|-----------------------|--------------------|-----------------------|--------|----------|-------------------------------|-------------|----------------------------|-----------------------|------------------|-----------------|-----------------------------|
| Foundering | 3 | 206 | 3 | 1 | 1 | 2 | 12 | 12 | 12 | 12 | 12 |
| Strandings | 31 | 7,914 | 23 | 8 | 18 | 13 | 113 | 328 | 441 | 441 | 18 |
| Vessels collided | 26 | 21,509 | 13 | 10 | 3 | 1 | 25 | 633 | 443 | 1,076 | 1 |
| Other causes | 15 | 8,837 | 10 | 5 | 2 | 13 | 175 | 273 | 448 | 448 | 1 |
| Total | 75 | 38,486 | 49 | 23 | 3 | 22 | 53 | 921 | 1,056 | 1,977 | 20 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

| Months. | Total value of ves- sels. | | Number of ves- sels. | | Total value of car- goes. | | Number of car- goes. | | Number of vessels, value unknown. | | Total value of car- goes, value unknown. | | Number of vessels, value unknown whether laden or not. | | Loss to vessels. | | Loss to cargoes. | | Number of vessels totally lost, amount unknown. | | Number of cargoes totally lost, amount unknown. | | Number of cargoes not damaged or damage un- known. | |
|-----------|------------------------------|-----------|-------------------------|-----------|------------------------------|----------|-------------------------|----------|--------------------------------------|---------|--|---------|--|---------|------------------|---------|------------------|---------|--|---------|--|---------|--|---------|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| July | 42 | \$697,600 | 26 | \$95,265 | 6 | \$40,130 | 32 | \$40,130 | 10 | \$700 | 4 | \$700 | 4 | \$700 | 10 | \$700 | 4 | \$700 | 10 | \$700 | 4 | \$700 | 28 | |
| August | 48 | 1,138,400 | 35 | 552,585 | 2 | 69,465 | 45 | 69,465 | 2 | 13,975 | 5 | 13,975 | 5 | 13,975 | 5 | 13,975 | 5 | 13,975 | 5 | 13,975 | 5 | 13,975 | 25 | |
| September | 55 | 811,500 | 43 | 235,290 | 1 | 129,735 | 49 | 129,735 | 2 | 29,230 | 9 | 29,230 | 9 | 29,230 | 9 | 29,230 | 9 | 29,230 | 9 | 29,230 | 9 | 29,230 | 21 | |
| October | 54 | 959,060 | 35 | 279,759 | 1 | 182,180 | 50 | 182,180 | 1 | 48,890 | 6 | 48,890 | 6 | 48,890 | 6 | 48,890 | 6 | 48,890 | 6 | 48,890 | 6 | 48,890 | 17 | |
| November | 33 | 850,700 | 13 | 91,810 | 1 | 272,455 | 29 | 272,455 | 1 | 23,240 | 4 | 23,240 | 4 | 23,240 | 4 | 23,240 | 4 | 23,240 | 4 | 23,240 | 4 | 23,240 | 0 | |
| December | 18 | 135,100 | 13 | 69,810 | 18 | 53,230 | 29 | 53,230 | 1 | 22,350 | 11 | 22,350 | 11 | 22,350 | 11 | 22,350 | 11 | 22,350 | 11 | 22,350 | 11 | 22,350 | 2 | |
| January | 1 | 5,000 | 1 | 140 | 1 | 150 | 1 | 150 | 1 | 140 | 1 | 140 | 1 | 140 | 1 | 140 | 1 | 140 | 1 | 140 | 1 | 140 | 1 | |
| February | 1 | 115,000 | 1 | 40,000 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | 50 | 1 | |
| March | 3 | 66,000 | 3 | 6,570 | 3 | 530 | 3 | 530 | 1 | 2,895 | 4 | 2,895 | 4 | 2,895 | 4 | 2,895 | 4 | 2,895 | 4 | 2,895 | 4 | 2,895 | 8 | |
| April | 14 | 274,800 | 12 | 190,615 | 3 | 11,875 | 12 | 11,875 | 3 | 1,105 | 5 | 1,105 | 5 | 1,105 | 5 | 1,105 | 5 | 1,105 | 5 | 1,105 | 5 | 1,105 | 7 | |
| May | 16 | 318,100 | 8 | 134,300 | 4 | 33,820 | 28 | 33,820 | 4 | 3,445 | 5 | 3,445 | 5 | 3,445 | 5 | 3,445 | 5 | 3,445 | 5 | 3,445 | 5 | 3,445 | 23 | |
| June | 29 | 859,670 | 24 | 189,410 | 19 | 823,365 | 284 | 823,365 | 4 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 141 | |
| Total | 314 | 6,500,870 | 213 | 1,575,890 | 4 | 823,365 | 284 | 823,365 | 4 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 85 | 146,130 | 141 | |

* In this column are included the casualties in which no damage was sustained by the vessel, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE, the number of persons on board, and the number of LIVES LOST.

| Months. | Number of disasters resulting in total loss to vessels. | Number of disasters resulting in partial damage to vessels. | Whether total or partial loss unknown. | Number of casualties resulting in no damage to vessels. | Total. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Total number in crews, including masters, &c. | Total number of passengers. | Total number of lives lost. |
|----------------|---|---|--|---|--------|----------------------------------|-----------------------------|---|-----------------------------|-----------------------------|
| July..... | 2 | 30 | 8 | 2 | 42 | 101 | 18,964 | 334 | 3 | ..... |
| August..... | 6 | 39 | 3 | 2 | 50 | 1,444 | 22,730 | 498 | 194 | 1 |
| September..... | 11 | 38 | 2 | 7 | 58 | 2,565 | 20,733 | 455 | 21 | 12 |
| October..... | 17 | 33 | 1 | 5 | 56 | 5,030 | 20,188 | 442 | ..... | 2 |
| November..... | 5 | 24 | ..... | 4 | 33 | 2,300 | 11,041 | 272 | 11 | 55 |
| December..... | 4 | 14 | ..... | ..... | 18 | 962 | 3,363 | 142 | 21 | 8 |
| January..... | 1 | 1 | ..... | ..... | 1 | ..... | 52 | 6 | ..... | ..... |
| February..... | 1 | 1 | ..... | ..... | 1 | ..... | 1,182 | 32 | ..... | ..... |
| March..... | 3 | 3 | ..... | ..... | 3 | ..... | 1,066 | 29 | 5 | ..... |
| April..... | 2 | 10 | ..... | 2 | 14 | 58 | 6,284 | 111 | ..... | ..... |
| May..... | ..... | 16 | 5 | ..... | 21 | ..... | 8,292 | 128 | ..... | ..... |
| June..... | ..... | 28 | 4 | 1 | 33 | ..... | 18,191 | 305 | 22 | ..... |
| Total..... | 47 | 237 | 23 | 23 | 330 | 12,460 | 132,086 | 2,754 | 277 | 78 |

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of VESSELS and CARGOES INSURED and UNINSURED and the AMOUNT OF INSURANCE, where known.

| Months. | Number of vessels and cargoes reported to be insured, and the amount of insurance. | | | | | No. of vessels and cargoes reported not insured. | | No. of vessels and cargoes, whether insured or not, unknown. | | Vessels in ballast. |
|----------------|--|-----------|----------|-----------|----------------------------|--|----------|--|----------|---------------------|
| | Vessels. | | Cargoes. | | Total amount of insurance. | Vessels. | Cargoes. | Vessels. | Cargoes. | |
| | No. | Amount. | No. | Amount. | | | | | | |
| July..... | 20 | \$306,500 | 7 | \$58,600 | \$365,100 | 14 | 16 | 8 | 9 | 16 |
| August..... | 28 | 571,300 | 21 | 191,145 | 762,445 | 19 | 11 | 3 | 6 | 12 |
| September..... | 24 | 352,635 | 21 | 156,530 | 509,165 | 30 | 16 | 4 | 10 | 11 |
| October..... | 24 | 345,185 | 13 | 103,390 | 448,575 | 28 | 17 | 4 | 6 | 20 |
| November..... | 13 | 203,050 | 4 | 41,610 | 244,660 | 15 | 6 | 5 | 4 | 19 |
| December..... | 4 | 30,500 | 4 | 31,500 | 62,000 | 14 | 9 | ..... | ..... | 5 |
| January..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... |
| February..... | 1 | 75,000 | 1 | 25,000 | 100,000 | ..... | ..... | ..... | ..... | ..... |
| March..... | ..... | ..... | ..... | ..... | ..... | 3 | 2 | ..... | 1 | ..... |
| April..... | 7 | 180,165 | 6 | 170,000 | 350,165 | 7 | 5 | ..... | 1 | 2 |
| May..... | 9 | 179,000 | 4 | 113,500 | 292,500 | 3 | 2 | 9 | 5 | 10 |
| June..... | 18 | 383,500 | 10 | 116,710 | 500,210 | 10 | 8 | 5 | 10 | 5 |
| Total... | 148 | 2,626,835 | 91 | 1,007,985 | 3,634,820 | 144 | 93 | 38 | 52 | 94 |

TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, distinguishing the NATURE of each casualty.

| Nature of casualty. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Foundered | 1 | 2 | 5 | ... | 1 | 1 | ... | ... | ... | ... | ... | ... | 10 |
| Stranded | 5 | 9 | 17 | 14 | 5 | 8 | ... | ... | ... | 5 | 6 | 9 | 78 |
| Collided | 22 | 16 | 14 | 13 | 10 | ... | ... | ... | 2 | 6 | 10 | 16 | 109 |
| Capsized | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| Damage to hull, masts, rigging, &c | 4 | 3 | 5 | 2 | 1 | 2 | ... | ... | ... | ... | ... | 1 | 24 |
| Damage to machinery | 4 | 6 | 2 | 3 | ... | ... | ... | ... | ... | ... | 3 | 2 | 22 |
| Explosion of boiler | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 2 |
| Fire | 3 | 2 | 2 | 6 | 5 | 3 | ... | ... | ... | 1 | 1 | ... | 23 |
| Ice | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 |
| Sprung a leak | 1 | 5 | 6 | 2 | 1 | 1 | ... | ... | ... | ... | ... | 1 | 17 |
| Struck bridge, pier, sunken wreck, &c | 4 | ... | 5 | 5 | 1 | 1 | 1 | ... | ... | 2 | 1 | 3 | 23 |
| Waterlogged | ... | ... | 1 | 3 | ... | ... | ... | ... | ... | ... | ... | 1 | 5 |
| Miscellaneous | ... | 2 | 6 | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | 14 |
| Total | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 33 | 330 |

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1886, distinguishing the CAUSE of each disaster.

| Class and cause of disaster. | Foundering. | Strandings. | Other causes. | Missing vessels. | Total. |
|---|-------------|-------------|---------------|------------------|--------|
| CLASS 1.—Causes connected with the weather : | | | | | |
| Calms, currents, and tides | ... | 1 | 1 | ... | 2 |
| Darkness | ... | 3 | 1 | ... | 4 |
| Fog | ... | 21 | ... | ... | 21 |
| Gales, hurricanes, &c | 4 | 32 | 40 | ... | 76 |
| Heavy sea | 1 | 3 | 14 | ... | 18 |
| Total of class 1 | 5 | 60 | 56 | ... | 121 |
| CLASS 2.—Causes connected with vessels, equipments, or stowage : | | | | | |
| Defective hull, masts, rigging, &c | ... | ... | 4 | ... | 4 |
| Total of class 2 | ... | ... | 4 | ... | 4 |
| CLASS 3.—Causes connected with navigation and seamanship : | | | | | |
| Errors of masters, officers, or crew | ... | 6 | 3 | ... | 9 |
| Errors of pilots | ... | 3 | 3 | ... | 6 |
| Total of class 3 | ... | 9 | 6 | ... | 15 |
| CLASS 4.—Causes connected with machinery or boilers : | | | | | |
| Damage to machinery | ... | ... | 22 | ... | 22 |
| Explosion of boiler | ... | ... | 2 | ... | 2 |
| Total of class 4 | ... | ... | 24 | ... | 24 |
| CLASS 5.—Other causes : | | | | | |
| Absence of light or buoys | ... | 1 | ... | ... | 1 |
| Fire | ... | ... | 22 | ... | 22 |
| Ice | ... | 1 | 1 | ... | 1 |
| Sprung a leak | 5 | 1 | 6 | ... | 12 |
| Spontaneous combustion | ... | ... | 1 | ... | 1 |
| Struck rock, bridge, pier, &c | ... | 1 | 11 | ... | 12 |
| Miscellaneous | ... | 5 | 1 | ... | 6 |
| Unknown | ... | 1 | 1 | ... | 2 |
| Total of class 5 | 5 | 9 | 43 | ... | 57 |
| Aggregate | 10 | 78 | 133 | ... | 221 |

TABLE 30.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of vessels that COLLIDED, and distinguishing the CAUSE of each disaster.*

| Cause of disaster. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---------------------------|-----------------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| | Accidental..... | 5 | | 3 | 3 | 1 | | | | | | | |
| Bad management..... | | 3 | | | 2 | | | | | 1 | | | 6 |
| Carelessness..... | | | 1 | | 1 | | | | | | | 3 | 5 |
| Darkness..... | 4 | | | 3 | | | | | | 2 | | | 9 |
| Errors of pilots..... | | 3 | | | | | | | | | | | 3 |
| " Fault of other vessel " | 3 | 1 | 1 | 2 | 4 | | | | | 1 | 3 | 3 | 17 |
| Fault of tug towing..... | 9 | 3 | 1 | | | | | | | 2 | 2 | 2 | 24 |
| Fog..... | | | | | | | | | | | | 6 | 6 |
| High, baffling winds..... | | | 4 | | 2 | | | | | | | | 6 |
| Misstayd..... | | | | 2 | | | | | | | 2 | | 4 |
| Negligence..... | 1 | | | 2 | | | | | | | | | 3 |
| Miscellaneous..... | | 1 | 2 | | | | | | 2 | | 2 | | 7 |
| Unknown..... | 1 | 1 | | 3 | | | | | | | 1 | 2 | 10 |
| Total..... | 22 | 16 | 14 | 13 | 10 | | | | 2 | 6 | 10 | 16 | 109 |

TABLE 31.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of vessels and distinguishing their DESCRIPTION.*

| Description of vessels. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------|-------------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| | Barges..... | | 1 | 6 | 5 | 1 | | | | | | | |
| Barks..... | | | | 1 | | | | | | | | | 1 |
| Ferry-boats..... | 1 | | | | | | | | | | | | 1 |
| Schooners..... | 25 | 31 | 34 | 28 | 15 | 11 | | | 2 | 9 | 11 | 18 | 184 |
| Scows..... | | | | | | | | | | | | 1 | 1 |
| Sloops..... | | 1 | | 1 | | | | | | | | | 2 |
| Steamers..... | 15 | 13 | 13 | 18 | 16 | 7 | 1 | 1 | 1 | 5 | 8 | 11 | 109 |
| Steam-barges..... | 1 | 1 | 2 | 1 | | | | | | | 1 | 2 | 8 |
| Steamships..... | | 1 | 2 | 2 | 1 | | | | | | | | 6 |
| Steam-yachts..... | | | | | | | | | | | 1 | | 1 |
| Unknown..... | | 2 | 1 | | | | | | | | | 1 | 4 |
| Total..... | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 33 | 330 |

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1886, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

| Nationality and rig. | July. | | September. | | October. | | November. | | Total. | | Aggregate. |
|--------------------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | |
| British barges..... | | | | | 1 | | | | 1 | | 1 |
| British ferry-boats..... | | 1 | | | | | | | | 1 | 1 |
| British schooners..... | | 1 | | 1 | | | | | | 2 | 2 |
| British steamers..... | | | | | | 1 | | | | 1 | 1 |
| British steamships..... | | | | | | | 1 | | 1 | | 1 |
| Total..... | | 2 | | 1 | 1 | 1 | 1 | | 2 | 4 | 6 |
| Aggregate..... | 2 | | 1 | | 2 | | 1 | | 6 | | |

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1896, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

| Barden of vessels. | July. | | August. | | Septem-ber. | | Octo-ber. | | Novem-ber. | | Decem-ber. | | Jan-uary. | | Feb-ruary. | | March. | | April. | | May. | | June. | | Total. | | Aggregate. | | |
|--|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|----|---|
| | Total loss. | Partial loss. | | | |
| Not exceeding 50 tons..... | 1 | 4 | 2 | 1 | 5 | 3 | 1 | 3 | 1 | 0 | 1 | 1 | 2 | ... | ... | ... | ... | ... | 2 | 1 | ... | 3 | 1 | 1 | 9 | 38 | | | |
| Over 50 and not exceeding 100 tons..... | 1 | 5 | 1 | 2 | 2 | 4 | 4 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | 2 | 2 | 2 | 10 | 26 | | | |
| Over 100 and not exceeding 200 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 | 44 | | |
| Over 200 and not exceeding 300 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 44 | | |
| Over 300 and not exceeding 400 tons..... | 8 | 1 | 7 | 2 | 7 | 2 | 4 | 2 | 4 | 1 | 4 | 4 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 49 | | |
| Over 400 and not exceeding 500 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 40 | | |
| Over 500 and not exceeding 600 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 14 | | |
| Over 600 and not exceeding 700 tons..... | 2 | 1 | 5 | 1 | 4 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 12 | | |
| Over 700 and not exceeding 800 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 10 | | |
| Over 800 and not exceeding 900 tons..... | 2 | 2 | 1 | 2 | 1 | 4 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 18 | | |
| Over 900 and not exceeding 1,000 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 9 | |
| Over 1,000 and not exceeding 1,100 tons..... | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 6 | |
| Over 1,100 and not exceeding 1,200 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 8 | |
| Over 1,200 and not exceeding 1,300 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 6 | |
| Over 1,300 and not exceeding 1,400 tons..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0 | 5 |
| Over 1,400 tons..... | 3 | 4 | 4 | 2 | 2 | 4 | 1 | 4 | 1 | 2 | 2 | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 22 | |
| Unknown..... | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 22 | |
| Total..... | 2 | 40 | 6 | 44 | 11 | 47 | 17 | 39 | 5 | 28 | 4 | 14 | ... | 1 | ... | 1 | ... | 3 | 2 | 12 | ... | 21 | ... | 33 | 47 | 283 | 830 | | |
| Aggregate..... | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 83 | 330 | | | | | | | | | | | | | | | | |

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate col- umn in Table 24.

TABLE 34.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of vessels and distinguishing their AGE.

| Age. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Not exceeding 3 years..... | 1 | 3 | 5 | 4 | 7 | .. | .. | .. | 2 | 2 | .. | 2 | 26 |
| Over 3 and not exceeding 7 years..... | 6 | 9 | 8 | 10 | 7 | 2 | 1 | 1 | .. | 2 | 4 | 5 | 55 |
| Over 7 and not exceeding 10 years..... | 2 | 3 | 3 | 3 | 2 | 2 | .. | .. | .. | .. | .. | .. | 14 |
| Over 10 and not exceeding 14 years..... | 13 | 15 | 17 | 16 | 23 | 3 | .. | .. | .. | 5 | .. | 15 | 99 |
| Over 14 and not exceeding 20 years..... | 10 | 13 | 12 | 10 | 7 | 3 | .. | .. | 1 | 4 | 3 | 6 | 69 |
| Over 20 and not exceeding 25 years..... | 3 | 3 | 4 | 7 | 1 | .. | .. | .. | .. | .. | .. | 1 | 21 |
| Over 25 and not exceeding 30 years..... | 3 | 2 | 6 | 2 | 2 | 2 | .. | .. | .. | 1 | 2 | .. | 18 |
| Over 30 and not exceeding 35 years..... | .. | 1 | 1 | 2 | 1 | 2 | .. | .. | .. | .. | .. | 1 | 8 |
| Over 35 and not exceeding 40 years..... | 1 | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 1 | 6 |
| Over 40 and not exceeding 45 years..... | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Over 45 and not exceeding 50 years..... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Over 50 years..... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Unknown..... | 3 | 2 | 2 | 1 | .. | .. | .. | .. | .. | .. | 4 | 2 | 14 |
| Total..... | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 33 | 330 |

TABLE 35.—Abstracts of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of vessels and distinguishing their CARGOES.

| Cargoes. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|----------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Ballast..... | 10 | 12 | 11 | 20 | 19 | 5 | .. | .. | .. | 2 | 10 | 5 | 94 |
| Coal..... | 4 | 5 | 9 | 9 | 2 | 1 | .. | .. | 1 | 1 | 1 | 7 | 39 |
| Fish..... | 1 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 2 |
| Grain..... | 1 | 4 | 5 | 6 | 1 | 3 | .. | .. | 6 | .. | .. | .. | 27 |
| Iron, iron ore, &c..... | 5 | 9 | 6 | 4 | 2 | 1 | .. | .. | .. | .. | 3 | 6 | 36 |
| Live stock..... | .. | .. | .. | .. | .. | 6 | .. | .. | .. | .. | .. | .. | 1 |
| Lumber, timber, &c..... | 7 | 10 | 11 | 12 | 5 | 1 | .. | 2 | 3 | 2 | 2 | 4 | 62 |
| Merchandise (general)..... | 1 | 4 | 1 | 1 | 2 | .. | .. | 1 | .. | .. | .. | 1 | 11 |
| Provisions, &c..... | 2 | .. | .. | .. | 1 | .. | .. | 1 | .. | .. | 1 | 1 | 6 |
| Railroad iron..... | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | 2 |
| Sand, plaster, &c..... | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Stone, brick, &c..... | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | 1 | 1 | 1 | 4 |
| Wood..... | 4 | 3 | 10 | 3 | .. | .. | 1 | .. | .. | .. | .. | 2 | 23 |
| Miscellaneous..... | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 2 |
| Unknown..... | 6 | 2 | 2 | 1 | 1 | .. | .. | .. | .. | .. | 3 | 4 | 19 |
| Total..... | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 33 | 330 |

TABLE 36.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1886, showing the number of vessels and distinguishing the lakes and connecting rivers on which the disasters occurred.*

| Localities. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Lake Erie..... | 5 | 11 | 6 | 8 | 4 | ... | ... | ... | ... | 7 | 5 | 4 | 50 |
| Lake Huron..... | 2 | 8 | 10 | 7 | 3 | 4 | ... | ... | ... | ... | ... | ... | 36 |
| Lake Michigan..... | 27 | 23 | 31 | 29 | 15 | 10 | 1 | 1 | ... | 3 | 8 | 16 | 163 |
| Lake Ontario..... | ... | 1 | 1 | 4 | 2 | 3 | ... | ... | ... | ... | ... | ... | 12 |
| Lake Superior..... | 3 | 2 | 6 | 5 | ... | 1 | ... | ... | ... | ... | ... | ... | 24 |
| Lake Saint Clair..... | 2 | 1 | ... | 2 | 2 | ... | ... | ... | 2 | ... | 1 | ... | 8 |
| Straits of Mackinaw..... | ... | 1 | 1 | 1 | 1 | ... | ... | ... | ... | 2 | 2 | ... | 5 |
| Detroit River..... | ... | 1 | 1 | 2 | 3 | ... | ... | ... | ... | ... | 2 | 2 | 13 |
| Saint Clair River..... | ... | 2 | 1 | 1 | 1 | ... | ... | ... | 1 | 2 | 2 | ... | 9 |
| Saint Mary's River..... | 3 | 2 | 1 | 1 | ... | ... | ... | ... | ... | ... | 1 | 2 | 10 |
| Total..... | 42 | 50 | 58 | 56 | 33 | 18 | 1 | 1 | 3 | 14 | 21 | 33 | 330 |

TABLE 37.—*Summary—GREAT LAKES.*

| Nature of casualties. | Number of vessels. | Total number of tons. | Laden. | Ballast. | Unknown whether laden or not. | Total loss. | Partial and unknown loss.* | Number of passengers. | Number in crews. | Total on board. | Total number of lives lost. |
|-----------------------|--------------------|-----------------------|--------|----------|-------------------------------|-------------|----------------------------|-----------------------|------------------|-----------------|-----------------------------|
| Foundering..... | 10 | 3,189 | 10 | ..... | ..... | 9 | 1 | 3 | 78 | 81 | 19 |
| Strandings..... | 78 | 41,132 | 65 | 13 | ..... | 21 | 57 | 115 | 761 | 876 | 48 |
| Vessels collided..... | 109 | 50,552 | 51 | 35 | 19 | ..... | 109 | 88 | 804 | 892 | ..... |
| Other causes..... | 133 | 49,673 | 87 | 46 | ..... | 17 | 116 | 71 | 1,111 | 1,182 | 11 |
| Total..... | 330 | 144,546 | 217 | 94 | 19 | 47 | 283 | 277 | 2,754 | 3,031 | 78 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 35.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the NUMBER and VALUE of VESSELS and CARGOES and AMOUNT of LOSS to same where known.

| Months. | Total value of ves- sels. | | Number of vessels, value unknown. | | Total value of car- goes. | | Number of cargoes, value unknown. | | Taken whether laden or not. | | Loss to vessels. | | Loss to cargoes. | | Number of cargoes totally lost, amount unknown. | | Number of vessels damaged, amount unknown.* | | Number of cargoes totally damaged, or damage un- known. | |
|----------------|------------------------------|-----------|--------------------------------------|--------|------------------------------|-----------|--------------------------------------|--------|--------------------------------|---------|------------------|----------|------------------|---------|--|---------|--|---------|---|--|
| | Number. | Amount. | Number. | Value. | Number. | Amount. | Number. | Value. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | | |
| July..... | 15 | \$166,700 | 1 | | 5 | \$67,750 | 2 | | 1 | | 14 | \$25,085 | 2 | | 2 | | 6 | | 10 | |
| August..... | 28 | 540,750 | 1 | | 8 | 18,675 | 2 | | 4 | | 27 | 42,680 | 0 | | 0 | | 4 | | 8 | |
| September..... | 14 | 835,000 | 1 | | 11 | 286,950 | | | 1 | | 13 | 13,000 | 2 | | 2 | | 4 | | 9 | |
| October..... | 24 | 332,500 | 2 | | 12 | 142,545 | 1 | | 2 | | 22 | 71,715 | 4 | | 4 | | 5 | | 12 | |
| November..... | 20 | 677,000 | 4 | | 12 | 286,105 | | | 3 | | 19 | 83,180 | 5 | | 4 | | 4 | | 12 | |
| December..... | 21 | 465,000 | | | 11 | 180,430 | | | 4 | | 17 | 175,125 | 4 | | 0 | | 4 | | 5 | |
| January..... | 26 | 596,300 | 4 | | 7 | 35,630 | 2 | | 4 | | 25 | 146,075 | 5 | | 4 | | 5 | | 5 | |
| February..... | 20 | 293,750 | | | 6 | 57,650 | | | 19 | | 19 | 70,030 | 1 | | 4 | | 4 | | 0 | |
| March..... | 18 | 289,000 | | | 10 | 185,365 | | | 16 | | 16 | 65,475 | 2 | | 0 | | 3 | | 2 | |
| April..... | 17 | 112,550 | | | 7 | 18,100 | | | 10 | | 17 | 33,675 | 3 | | 3 | | 3 | | 4 | |
| May..... | 13 | 351,800 | 2 | | 4 | 12,800 | | | 2 | | 12 | 70,250 | 3 | | 3 | | 3 | | 3 | |
| June..... | 27 | 684,000 | 6 | | 10 | 34,650 | 2 | | 6 | | 25 | 27,295 | 8 | | 6 | | 8 | | 12 | |
| Total..... | 243 | 5,664,440 | 35 | | 103 | 1,338,650 | 7 | | 23 | | 226 | 827,585 | 42 | | 49 | | 42 | | 64 | |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of VESSELS TOTALLY LOST, the number DAMAGED and their TONNAGE, the number of persons on board, and the number of LIVES LOST.

| Months. | Number of disasters resulting in total loss to vessels. | Number of disasters resulting in partial damage to vessels. | Whether total or partial loss unknown. | Number of casualties resulting in no damage to vessels. | Total. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Total number in crews, including masters, &c. | Total number of passengers. | Total number of lives lost. |
|-----------|---|---|--|---|--------|----------------------------------|-----------------------------|---|-----------------------------|-----------------------------|
| July | 3 | 11 | 1 | 1 | 16 | 410 | 4,226 | 256 | 225 | 1 |
| August | 4 | 23 | 5 | 1 | 33 | 193 | 10,681 | 272 | 676 | 1 |
| September | 1 | 12 | 1 | 1 | 15 | 10 | 11,004 | 170 | 263 | ..... |
| October | 3 | 19 | 3 | 2 | 26 | 1,632 | 5,699 | 321 | 250 | ..... |
| November | 4 | 15 | 4 | 1 | 24 | 1,458 | 8,197 | 397 | 222 | 6 |
| December | 6 | 11 | ..... | 4 | 21 | 2,580 | 3,479 | 410 | 160 | ..... |
| January | 9 | 16 | 4 | 1 | 30 | 2,477 | 7,729 | 361 | 873 | 10 |
| February | 5 | 14 | ..... | 1 | 20 | 918 | 3,747 | 225 | 124 | 1 |
| March | 3 | 13 | ..... | 2 | 18 | 744 | 5,965 | 346 | 148 | 14 |
| April | 5 | 12 | ..... | ..... | 17 | 404 | 1,102 | 137 | 37 | 3 |
| May | 5 | 7 | 2 | 1 | 15 | 1,076 | 6,332 | 213 | 111 | ..... |
| June | 2 | 23 | 6 | 2 | 33 | 537 | 7,705 | 256 | 367 | 2 |
| Total | 50 | 176 | 25 | 17 | 263 | 12,459 | 74,760 | 3,376 | 2,962 | 38 |

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

| Months. | Number of vessels and cargoes reported to be insured, and the amount of insurance. | | | | Total amount of insurance. | No. of vessels and cargoes reported not insured. | | No. of vessels and cargoes, whether insured or not, unknown. | | Vessels in ballast. |
|-----------|--|-----------|----------|----------|----------------------------|--|----------|--|----------|---------------------|
| | Vessels. | | Cargoes. | | | Vessels. | Cargoes. | Vessels. | Cargoes. | |
| | No. | Amount. | No. | Amount. | | | | | | |
| July | 5 | \$143,200 | 2 | \$65,000 | \$208,200 | 9 | 1 | 2 | 3 | 10 |
| August | 13 | 86,100 | 1 | 1,700 | 87,800 | 14 | 5 | 6 | 8 | 19 |
| September | 7 | 267,500 | 3 | 227,500 | 495,000 | 7 | 6 | 1 | 3 | 3 |
| October | 9 | 117,000 | 5 | 72,270 | 189,270 | 15 | 4 | 2 | 5 | 12 |
| November | 11 | 336,000 | 4 | 223,080 | 559,080 | 7 | 3 | 6 | 9 | 8 |
| December | 13 | 219,950 | 4 | 145,200 | 365,150 | 7 | 5 | 1 | 2 | 10 |
| January | 12 | 178,500 | 3 | 22,200 | 200,700 | 14 | 4 | 4 | 6 | 17 |
| February | 8 | 69,500 | 3 | 46,150 | 115,650 | 11 | 1 | 1 | 2 | 14 |
| March | 13 | 178,500 | 3 | 26,000 | 204,500 | 5 | 3 | ..... | 4 | 8 |
| April | 5 | 19,300 | 3 | 13,600 | 32,900 | 11 | 3 | 1 | 1 | 10 |
| May | 3 | 42,000 | 1 | 10,000 | 52,000 | 10 | ..... | 2 | 5 | 9 |
| June | 10 | 168,100 | 1 | 3,500 | 171,600 | 15 | 8 | 8 | 9 | 15 |
| Total | 109 | 1,825,650 | 33 | 856,200 | 2,681,850 | 125 | 43 | 34 | 57 | 135 |

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, distinguishing the NATURE of each casualty.

| Nature of casualty. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Foundered..... | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 12 |
| Stranded..... | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 9 |
| Collided..... | 8 | 16 | 4 | 12 | 10 | 7 | 10 | 5 | 4 | 2 | 10 | 20 | 108 |
| Capsized..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 12 |
| Damage to hull, masts, rigging, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 7 |
| Damage to machinery..... | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 15 |
| Explosion of boiler..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 5 |
| Fire..... | 1 | 1 | 1 | 5 | 5 | 7 | 4 | 4 | 5 | 3 | 2 | 1 | 37 |
| Ice..... | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | 17 |
| Sprung a leak..... | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Struck snag, wreck, &c..... | 2 | 5 | 4 | 4 | 5 | 2 | 3 | 1 | 4 | 5 | 1 | 6 | 42 |
| Miscellaneous..... | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 |
| Total..... | 16 | 33 | 15 | 26 | 24 | 21 | 30 | 20 | 18 | 17 | 15 | 33 | 268 |

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1886, distinguishing the CAUSE of each disaster.

| Class and cause of disaster. | Foundering. | Strandings. | Other causes. | Missing vessels. | Total. |
|--|-------------|-------------|---------------|------------------|--------|
| CLASS 1.—Causes connected with the weather: | | | | | |
| Calms, currents, and tides..... | | 2 | 3 | | 5 |
| Fog..... | | 1 | 3 | | 4 |
| Gales, hurricanes, &c..... | 4 | | 4 | | 8 |
| Total of class 1..... | 4 | 2 | 10 | | 16 |
| CLASS 3.—Causes connected with navigation and seamanship: | | | | | |
| Errors of masters, officers, or crew..... | | 1 | | | 1 |
| Errors of pilots..... | | 1 | 2 | | 3 |
| Total of class 3..... | | 2 | 2 | | 4 |
| CLASS 4.—Causes connected with machinery or boilers: | | | | | |
| Damage to machinery..... | | | 15 | | 15 |
| Explosion of boiler..... | | | 5 | | 5 |
| Total of class 4..... | | | 20 | | 20 |
| CLASS 5.—Other causes: | | | | | |
| Accidental..... | | | 1 | | 1 |
| Fire..... | | | 56 | | 36 |
| Ice..... | | | 17 | | 17 |
| Spontaneous combustion..... | | | 1 | | 1 |
| Sprung a leak..... | 5 | | 4 | | 9 |
| Struck rock, snag, &c..... | | 1 | 36 | | 37 |
| Miscellaneous..... | 1 | 1 | 11 | | 13 |
| Unknown..... | 2 | 3 | 1 | | 6 |
| Total of class 5..... | 8 | 5 | 107 | | 120 |
| Aggregate..... | 12 | 9 | 139 | | 160 |

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stow age. No casualties are reported in this class.

TABLE 43.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of vessels that COLLIDED, and distinguishing the CAUSE of each disaster.

| Cause of disaster. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------------|-----------------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| | Accidental..... | | 2 | | | | 2 | 2 | | | | | 8 | 14 |
| Bad management..... | 3 | | | | | | | | | | | | 5 |
| Carelessness..... | | | | 1 | | 1 | | | | | | | 4 |
| Darkness..... | | 2 | | 2 | | | 2 | | | | | | 9 |
| Error of judgment..... | | | | | | | | | 2 | | | | 2 |
| Errors of pilots..... | 1 | | | | 2 | | | | | | | | 3 |
| "Fault of other vessel"..... | 1 | 3 | 2 | | | 2 | | | | 2 | | 3 | 13 |
| Fault of tug towing..... | | | | 2 | | | 2 | | | | | 2 | 6 |
| Fog..... | | | 2 | 4 | 2 | | | | 2 | | 2 | 2 | 14 |
| Misunderstanding signals..... | | 3 | 2 | 2 | | | | | | | | | 5 |
| Negligence..... | | | | | 1 | | | | | | | | 1 |
| Tides, currents, &c..... | 2 | | | | | | 2 | | | | 4 | 2 | 10 |
| Want of proper lights..... | | | | | 2 | | | | | | | | 3 |
| Miscellaneous..... | | | | | 1 | | | 3 | | | | | 4 |
| Unknown..... | 1 | 6 | | 1 | 2 | | 2 | | | | 2 | 1 | 15 |
| Total..... | 8 | 16 | 4 | 12 | 10 | 7 | 10 | 5 | 4 | 2 | 10 | 20 | 108 |

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of vessels and distinguishing their DESCRIPTION.

| Description of vessels. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------|-------------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| | Barges..... | | 1 | 4 | 1 | | 1 | 1 | | 2 | | | 2 | 12 |
| Barks..... | | 1 | | | 1 | | | | 1 | | | 1 | 4 |
| Barkentines..... | | | | 1 | | | | | | | | | 1 |
| Brigs..... | | | | 1 | | | | | | | | | 1 |
| Ferry-boats..... | 1 | 1 | 1 | 1 | | | 3 | 1 | 2 | | | 2 | 12 |
| Schooners..... | 5 | 8 | 1 | 5 | 3 | 1 | 4 | 1 | 1 | 2 | 1 | 8 | 40 |
| Sloops..... | | | | | | 1 | 1 | | | | | | 2 |
| Steamers..... | 9 | 21 | 7 | 17 | 18 | 17 | 19 | 18 | 12 | 15 | 10 | 16 | 179 |
| Steamships..... | 1 | 1 | 2 | | | | 1 | | | | 3 | | 9 |
| Ships..... | | | | | 1 | | | | | | | | 1 |
| Unknown..... | | | | | 1 | | 1 | | | | 1 | 4 | 7 |
| Total..... | 16 | 33 | 15 | 26 | 24 | 21 | 30 | 20 | 18 | 17 | 15 | 33 | 268 |

TABLE 45.—Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1886, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY-DAMAGED.

| Nationality and rig. | August. | | September. | | November. | | March. | | May. | | June. | | Total. | | Aggregate. |
|-------------------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | |
| British barks..... | | | | | | | | | | | | | | | 1 |
| British steamships..... | | 1 | | 1 | | | | | | 1 | | | | | 3 |
| British ships..... | | | | | | 1 | | | | | | | | | 1 |
| German barks..... | | | | | 1 | | | | | | | | 1 | | 1 |
| Norwegian barks..... | | 1 | | | | | 1 | | | | | | 1 | | 2 |
| Total..... | 2 | | 1 | | 1 | 1 | 1 | | 1 | | 1 | | 2 | 6 | 8 |
| Aggregate..... | 2 | | 1 | | 2 | | 1 | | 1 | | 1 | | 8 | | |

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see summary Table 62.

TABLE 46.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

| | July. | | August. | | Septem-ber. | | Octo-ber. | | Novem-ber. | | Decem-ber. | | Janu-ary. | | Febru-ary. | | March. | | April. | | May. | | June. | | Total. | | |
|--|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|
| | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Total loss. | Partial loss. | Aggregate. |
| Burden of vessels. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Not exceeding 50 tons..... | 2 | 4 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 1 | 1 | 3 | 4 | 2 | 2 | 1 | 2 | 2 | 15 | 45 |
| Over 50 and not exceeding 100 tons..... | 1 | 1 | 3 | 3 | 3 | 3 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 4 | 10 | 28 | |
| Over 100 and not exceeding 200 tons..... | 3 | 3 | 4 | 4 | 2 | 2 | 1 | 1 | 4 | 4 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 4 | 1 | 1 | 1 | 1 | 2 | 6 | 6 | 44 | |
| Over 200 and not exceeding 300 tons..... | 1 | 1 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 23 | 29 | |
| Over 300 and not exceeding 400 tons..... | 1 | 1 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 3 | 2 | 2 | 1 | 4 | 3 | 38 | |
| Over 400 and not exceeding 500 tons..... | 2 | 2 | 2 | 2 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 4 | 21 |
| Over 500 and not exceeding 600 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 4 | 21 |
| Over 600 and not exceeding 700 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 10 | 12 |
| Over 700 and not exceeding 800 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 4 |
| Over 800 and not exceeding 900 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 |
| Over 900 and not exceeding 1,000 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Over 1,000 and not exceeding 1,100 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Over 1,100 and not exceeding 1,200 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Over 1,200 and not exceeding 1,300 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Over 1,300 and not exceeding 1,400 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Over 1,400 tons..... | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 | 10 |
| Unknown..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 16 | 16 |
| Total..... | 3 | 13 | 4 | 29 | 1 | 14 | 3 | 23 | 4 | 20 | 6 | 15 | 9 | 21 | 5 | 15 | 3 | 15 | 5 | 12 | 5 | 10 | 2 | 31 | 50 | 218 | 268 |
| Aggregate..... | 10 | 33 | 3 | 33 | 15 | 15 | 20 | 20 | 24 | 24 | 21 | 21 | 30 | 30 | 20 | 20 | 18 | 18 | 17 | 17 | 15 | 15 | 33 | 33 | 268 | 268 | |

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of vessels and distinguishing their AGE.

| Age. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Not exceeding 3 years | 4 | 7 | 4 | 3 | 4 | 5 | 5 | 4 | 6 | 4 | 3 | 3 | 48 |
| Over 3 and not exceeding 7 years | 2 | 5 | 1 | 7 | 6 | 3 | 9 | 5 | 5 | 4 | 5 | 5 | 58 |
| Over 7 and not exceeding 10 years | 4 | 4 | 2 | 4 | 4 | 2 | 1 | 3 | 5 | 4 | 5 | 3 | 31 |
| Over 10 and not exceeding 14 years | 1 | 3 | 4 | 4 | 2 | 4 | 6 | 2 | 4 | 2 | 2 | 2 | 39 |
| Over 14 and not exceeding 20 years | 3 | 7 | 3 | 3 | 4 | 3 | 2 | 5 | 1 | 1 | 2 | 2 | 37 |
| Over 20 and not exceeding 25 years | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 1 | 36 |
| Over 25 and not exceeding 30 years | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 16 |
| Over 30 and not exceeding 35 years | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 8 |
| Over 35 and not exceeding 40 years | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 7 |
| Over 40 and not exceeding 45 years | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 45 and not exceeding 50 years | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 50 years | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Unknown | 1 | 3 | 1 | 1 | 2 | 1 | 4 | 1 | 1 | 1 | 1 | 7 | 19 |
| Total | 16 | 33 | 15 | 26 | 24 | 21 | 30 | 20 | 18 | 17 | 15 | 33 | 268 |

TABLE 48.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, showing the number of vessels and distinguishing their CARGOES.

| Cargoes. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---------------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Ballast | 10 | 19 | 3 | 12 | 8 | 10 | 17 | 14 | 8 | 10 | 9 | 15 | 135 |
| Coal | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 8 |
| Cotton, cotton seed, &c | 1 | 1 | 2 | 2 | 2 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 13 |
| Explosives | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Fertilizers | 1 | 1 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Fruit, coffee, spices, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Grain | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 8 |
| Ice | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Live stock | 1 | 2 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| Lumber, timber, &c | 3 | 2 | 3 | 1 | 8 | 4 | 3 | 3 | 3 | 1 | 2 | 4 | 37 |
| Merchandise (general) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Naval stores | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Provisions | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sand, plaster, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Stone, brick, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Sugar, molasses, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Tar, turpentine, &c | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Wood | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Miscellaneous | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Unknown | 1 | 4 | 1 | 2 | 3 | 1 | 4 | 1 | 1 | 2 | 2 | 6 | 7 |
| Total | 16 | 33 | 15 | 26 | 24 | 21 | 30 | 20 | 18 | 17 | 15 | 33 | 268 |

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1886, distinguishing the RIVERS on which they occurred.

| Rivers. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|------------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Alleghany | | | | | 1 | 1 | 2 | | | | 1 | | 3 |
| Apalachicola | | | | | 1 | 1 | | | | | | 1 | 1 |
| Appomattox, Virginia | | | | | 1 | | | | | | | 1 | 1 |
| Ashley, South Carolina | | | | | | | | | | | | | 2 |
| Atchafalaya, Louisiana | | | | | | | | | 2 | | | | 1 |
| Bayou La Fourche, Louisiana | | | | 1 | | | | | | | | | 1 |
| Bayou Teche, Louisiana | | | | | | | | 1 | | | 1 | | 1 |
| Black, Louisiana | | | | | | | | | | | | | 2 |
| Black, Wisconsin | | | | | | | 1 | | | | 2 | | 3 |
| Calcasieu, Louisiana | 2 | | | | | | 1 | | | | | | 4 |
| Chattahoochee, Georgia | | 2 | | | 1 | | 1 | | 1 | | | | 3 |
| Cape Fear | | | | | | | | 2 | 1 | | | | 1 |
| Chickahominy, Virginia | | | | | | | 1 | | | | | | 5 |
| Columbia | | 2 | 1 | | | 1 | | | | | 1 | | 1 |
| Concuh, Alabama | | | | | | | | | | 1 | | | 1 |
| Cohansey Creek, New Jersey | | | | | | | | | | | | 1 | 1 |
| Connecticut | 1 | | | | 1 | | | | | | | | 2 |
| Coquille, Oregon | | | | | | | | | | | | | 1 |
| Delaware | | 13 | 2 | 5 | 3 | 3 | 5 | | 3 | | | | 42 |
| Fox, Wisconsin | | | | | | | | | | | | | 1 |
| Great Kanawha | | | | | | | 1 | | | | | | 1 |
| Hudson | 2 | 3 | 4 | | 2 | 8 | | | | 1 | 2 | 6 | 28 |
| James | | | | | | 1 | 5 | 1 | | | | | 7 |
| Kennebec | | | | | 1 | | | | | | | 1 | 2 |
| Little, Arkansas | | | | | | | | | | 1 | | | 1 |
| Merrimac | | | | | | | | | | | | 1 | 1 |
| Mississippi | 6 | 1 | 3 | 5 | | 3 | 4 | 10 | 3 | 4 | 7 | 2 | 48 |
| Missouri | | 1 | 2 | | | | | 1 | | | | | 4 |
| Mobile | | | | | | | | | 1 | | | | 1 |
| Muskingum | | | | | | | | | 1 | | | 1 | 2 |
| Neuse | | | | | | | | | | | | | 1 |
| Ohio | 1 | 3 | 1 | 6 | 6 | 1 | 7 | 1 | 3 | 2 | | 2 | 33 |
| Pamunkey | | | | | | | | | 1 | | | | 1 |
| Pearl, Mississippi | | | | | | | | 1 | | | | | 1 |
| Penobscot | 2 | 1 | | | | | | | | 2 | | | 7 |
| Potomac | 1 | | | 3 | | | 2 | | | | | | 6 |
| Red, Louisiana | | 2 | | | 1 | | | | 1 | | | | 4 |
| Saginaw, Michigan | | 1 | | | | | | | | | | | 1 |
| Savannah | | 1 | | | | 1 | | | | | | | 2 |
| Saint Croix, Maine and N. B. | | | | | | | | | 1 | | | | 1 |
| Saint Croix, Wisconsin | | | | | 1 | 1 | | | | | | | 2 |
| Saint Francis | | | | 1 | 1 | | | | | | | | 2 |
| Saint John's Florida | | 1 | | 3 | | | | 2 | | 4 | | | 10 |
| Saint Joseph, Michigan | | | 1 | | | | | | | | | | 1 |
| Schuylkill, Pennsylvania | | | | | | | | | 1 | | | | 1 |
| Taunton, Massachusetts | | | 1 | | | | | | | | | | 1 |
| Tallahatchie, Mississippi | | | | | | 1 | | | | 1 | | | 2 |
| Tennessee | | | | | | | 1 | | | | 1 | | 2 |
| Thames, Connecticut | | | | | | | | | | | | 1 | 1 |
| Wabash | 1 | 1 | | | 1 | | | | | | | | 3 |
| Willamette, Oregon | | 1 | | | 2 | | | | | | | 4 | 7 |
| White, Arkansas | | | | | | | | | | | | | 1 |
| White, Washington Territory | | | | | | | | | | | | 1 | 1 |
| Yazoo, Mississippi | | | | | 1 | | | | | | | | 1 |
| Total | 16 | 33 | 15 | 26 | 24 | 21 | 30 | 20 | 18 | 17 | 15 | 33 | 268 |

TABLE 50.—Summary—RIVERS of the United States.

| Nature of casualties. | Number of vessels. | Total number of tons. | Laden. | Ballast. | Unknown whether laden or not. | Total loss. | Partial and unknown loss.* | Number of passengers. | Number in crews. | Total on board. | Total number of lives lost. |
|-----------------------|--------------------|-----------------------|--------|----------|-------------------------------|-------------|----------------------------|-----------------------|------------------|-----------------|-----------------------------|
| Foundering | 12 | 754 | 3 | 9 | | 4 | 8 | 5 | 56 | 63 | 3 |
| Strandings | 9 | 2,861 | 8 | 1 | | 3 | 6 | 70 | 153 | 223 | 8 |
| Vessels collided | 108 | 50,527 | 38 | 47 | 23 | 3 | 105 | 2,168 | 1,295 | 3,463 | 6 |
| Other causes | 139 | 33,083 | 61 | 78 | | 40 | 99 | 719 | 1,870 | 2,589 | 21 |
| Total | 268 | 87,225 | 110 | 135 | 23 | 50 | 218 | 2,962 | 3,376 | 6,338 | 38 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA OR IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1896, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to some where known.

| Months. | Total value of ves- sels. | | Total value of car- goes. | | Number of vessels, value unknown. | Total value of car- goes. | | Number of vessels, value unknown. | Number of vessels, value unknown. | Number of vessels damaged. | Number of cargoes not dam- aged, or damage unknown. | Number of cargoes totally lost, amount unknown. | Loss to cargoes. | | Number of vessels damaged, amount unknown. | Number of cargoes totally lost, amount unknown. | Number of cargoes not dam- aged, or damage unknown. |
|-----------------|---------------------------|-----------|---------------------------|-----------|-----------------------------------|---------------------------|---------|-----------------------------------|-----------------------------------|----------------------------|---|---|------------------|-----------|--|---|---|
| | Number. | Amount. | Number. | Amount. | | Number. | Amount. | | | | | | Number. | Amount. | | | |
| July | 11 | \$228,000 | 8 | \$70,450 | ..... | ..... | 11 | \$103,550 | ..... | ..... | ..... | ..... | 5 | \$30,150 | ..... | ..... | 3 |
| August | 41 | 1,011,555 | 38 | 1,049,815 | ..... | ..... | 40 | 254,835 | ..... | ..... | ..... | ..... | 18 | 323,860 | ..... | ..... | 21 |
| September | 24 | 513,500 | 21 | 431,240 | ..... | ..... | 24 | 126,010 | ..... | ..... | ..... | ..... | 9 | 106,480 | ..... | ..... | 10 |
| October | 27 | 350,000 | 26 | 286,335 | ..... | ..... | 25 | 78,770 | ..... | ..... | ..... | ..... | 8 | 13,100 | ..... | ..... | 14 |
| November | 42 | 597,000 | 31 | 373,115 | ..... | ..... | 41 | 187,303 | ..... | ..... | ..... | ..... | 10 | 133,185 | ..... | ..... | 17 |
| December | 66 | 1,045,700 | 52 | 753,860 | ..... | ..... | 63 | 545,718 | ..... | ..... | ..... | ..... | 26 | 100,005 | ..... | ..... | 19 |
| January | 68 | 1,579,800 | 58 | 1,140,820 | ..... | ..... | 60 | 435,045 | ..... | ..... | ..... | ..... | 33 | 321,180 | ..... | ..... | 50 |
| February | 54 | 898,145 | 39 | 408,845 | ..... | ..... | 53 | 216,540 | ..... | ..... | ..... | ..... | 30 | 68,250 | ..... | ..... | 22 |
| March | 40 | 678,500 | 27 | 355,000 | ..... | ..... | 40 | 244,210 | ..... | ..... | ..... | ..... | 16 | 118,950 | ..... | ..... | 19 |
| April | 29 | 509,700 | 4 | 375,083 | ..... | ..... | 28 | 88,035 | ..... | ..... | ..... | ..... | 6 | 61,400 | ..... | ..... | 14 |
| May | 18 | 288,200 | 16 | 240,083 | ..... | ..... | 18 | 115,100 | ..... | ..... | ..... | ..... | 9 | 94,100 | ..... | ..... | 10 |
| June | 22 | 314,400 | 15 | 235,405 | ..... | ..... | 22 | 83,710 | ..... | ..... | ..... | ..... | 7 | 24,405 | ..... | ..... | 12 |
| Total | 442 | 8,133,100 | 342 | 5,775,285 | 27 | 21 | 431 | 2,278,860 | ..... | ..... | ..... | ..... | 186 | 1,460,705 | ..... | ..... | 197 |

* In the totals of casualties presented in this division are included, in order to show the whole number of vessels in collision, nine foreign vessels which have collided with American vessels at sea or in foreign waters during the year.
 † In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of persons on board, and the number of LIVES LOST.

| Months. | Number of disasters resulting in total loss to vessels. | Number of disasters resulting in partial damage to vessels. | Whether total or partial loss unknown. | Number of casualties resulting in no damage to vessels. | Total. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Total number in crews, including masters, &c. | Total number of persons. | Total number of lives lost. |
|----------------|---|---|--|---|--------|----------------------------------|-----------------------------|---|--------------------------|-----------------------------|
| July..... | 4 | 7 | ..... | ..... | 11 | 2,294 | 3,181 | 148 | 28 | .... |
| August..... | 12 | 28 | ..... | 1 | 41 | 4,113 | 12,237 | 558 | 230 | 28 |
| September..... | 7 | 17 | 4 | ..... | 28 | 2,703 | 11,736 | 318 | 2 | 15 |
| October..... | 8 | 17 | ..... | 2 | 27 | 1,882 | 5,914 | 246 | 11 | 20 |
| November..... | 8 | 23 | 4 | ..... | 45 | 3,071 | 16,332 | 394 | 36 | 16 |
| December..... | 26 | 38 | 1 | 3 | 68 | 2,480 | 16,000 | 624 | 23 | 63 |
| January..... | 20 | 46 | 3 | 3 | 70 | 9,181 | 23,562 | 718 | 74 | 27 |
| February..... | 13 | 40 | ..... | 1 | 54 | 3,891 | 10,985 | 508 | 51 | 31 |
| March..... | 17 | 23 | 3 | ..... | 43 | 5,163 | 11,557 | 457 | 76 | 17 |
| April..... | 6 | 22 | 4 | 1 | 33 | 1,399 | 12,358 | 350 | 5 | 22 |
| May..... | 5 | 13 | ..... | ..... | 18 | 3,113 | 4,291 | 166 | 4 | 2 |
| June..... | 6 | 16 | 4 | ..... | 26 | 1,044 | 7,900 | 250 | 29 | 12 |
| Total..... | 132 | 300 | 23 | 10 | 464 | 46,334 | 142,203 | 4,797 | 578 | 262 |

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, showing the number of VESSELS and CARGOES INSURED and UNINSURED and the AMOUNT of INSURANCE, where known.

| Months. | Number of vessels and cargoes reported to be insured, and the amount of insurance. | | | | Total amount of insurance. | Number of vessels and cargoes reported not insured. | | Number of vessels and cargoes, whether insured or not, unknown. | | Vessels in ballast. |
|----------------|--|-----------|----------|-----------|----------------------------|---|----------|---|----------|---------------------|
| | Vessels. | | Cargoes. | | | Vessels. | Cargoes. | Vessels. | Cargoes. | |
| | No. | Amount. | No. | Amount. | | | | | | |
| July..... | 9 | \$107,700 | 5 | \$54,050 | \$161,750 | 1 | 1 | 1 | 2 | 3 |
| August..... | 23 | 118,200 | 16 | 578,265 | 696,465 | 16 | 10 | 2 | 13 | 2 |
| September..... | 15 | 110,740 | 8 | 329,600 | 440,340 | 7 | 6 | 6 | 12 | 2 |
| October..... | 19 | 188,150 | 10 | 161,100 | 349,250 | 5 | 6 | 3 | 7 | 4 |
| November..... | 27 | 265,800 | 12 | 220,015 | 485,815 | 11 | 7 | 7 | 17 | 9 |
| December..... | 43 | 589,830 | 28 | 547,490 | 1,137,320 | 19 | 5 | 6 | 24 | 12 |
| January..... | 49 | 704,725 | 28 | 712,775 | 1,417,500 | 8 | 3 | 13 | 32 | 7 |
| February..... | 39 | 211,200 | 23 | 305,415 | 516,615 | 11 | 7 | 4 | 14 | 10 |
| March..... | 23 | 218,900 | 11 | 95,453 | 314,353 | 13 | 5 | 7 | 20 | 7 |
| April..... | 22 | 335,240 | 9 | 265,125 | 600,365 | 6 | 3 | 5 | 11 | 10 |
| May..... | 9 | 68,550 | 8 | 40,000 | 108,550 | 9 | 1 | ..... | 7 | 2 |
| June..... | 11 | 78,600 | 4 | 138,570 | 217,170 | 5 | 5 | 10 | 11 | 6 |
| Total..... | 289 | 2,977,635 | 162 | 3,447,800 | 6,445,495 | 111 | 59 | 64 | 169 | 74 |

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, distinguishing the NATURE of each casualty.

| Nature of casualty. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|-------|-------|--------|
| Foundered | 2 | 1 | ..... | ..... | ..... | 8 | 1 | 1 | 3 | 1 | 1 | 1 | 19 |
| Stranded | 4 | 5 | 4 | 5 | 8 | 15 | 11 | 4 | 5 | 3 | 5 | 4 | 73 |
| Collided ..... | ..... | ..... | 10 | 2 | 8 | 2 | 4 | 2 | 8 | 8 | ..... | 8 | 54 |
| Abandoned | 1 | 1 | 1 | 1 | 2 | 5 | 3 | 3 | 5 | ..... | ..... | ..... | 23 |
| Capsized ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | 4 |
| Damage to hull, masts, rigging, &c | 4 | 12 | 7 | 11 | 13 | 25 | 29 | 22 | 12 | 12 | 5 | 10 | 162 |
| Damage to machinery | 1 | 3 | 1 | ..... | 3 | ..... | 1 | 1 | 2 | 3 | ..... | ..... | 16 |
| Explosion of boiler ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 |
| Fire | 1 | ..... | ..... | ..... | ..... | ..... | 4 | 4 | 1 | ..... | ..... | ..... | 10 |
| Ice | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 |
| Never heard from | 3 | 1 | 2 | ..... | ..... | ..... | 2 | 3 | ..... | 2 | ..... | 1 | 14 |
| Sprung a leak | 6 | 2 | 4 | 3 | 3 | ..... | 1 | 5 | 2 | 1 | 4 | ..... | 31 |
| Struck by lightning | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 |
| Waterlogged ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 |
| Miscellaneous | 4 | 1 | 2 | 6 | 10 | 11 | 11 | 6 | 5 | 3 | 2 | 1 | 51 |
| Total | 11 | 41 | 28 | 27 | 45 | 68 | 70 | 54 | 43 | 33 | 18 | 26 | 464 |

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, distinguishing the CAUSE of each disaster.

| Class and cause of disaster. | Foundering. | Strandings. | Other causes. | Missing vessels. | Total. |
|---|-------------|-------------|---------------|------------------|--------|
| CLASS 1.—Causes connected with the weather : | | | | | |
| Calms, currents, and tides | | 12 | ..... | ..... | 12 |
| Darkness | | 3 | ..... | ..... | 3 |
| Fog | | 3 | ..... | ..... | 3 |
| Gales, hurricanes, &c | 16 | 24 | 214 | ..... | 254 |
| Heavy sea | | 5 | 35 | ..... | 40 |
| Lightning | | | 2 | ..... | 2 |
| Total of Class 1 | 16 | 47 | 251 | ..... | 314 |
| CLASS 2.—Causes connected with vessels, equipments, or stowage : | | | | | |
| Defective charts | | 2 | ..... | ..... | 2 |
| Error in chronometer | | 1 | ..... | ..... | 1 |
| Error in compass | | 1 | ..... | ..... | 1 |
| Total of Class 2 | | 4 | ..... | ..... | 4 |
| CLASS 3.—Causes connected with navigation and seamanship : | | | | | |
| Errors of masters, officers, or crew | | 4 | 1 | ..... | 5 |
| Errors of pilots | | 7 | ..... | ..... | 7 |
| Total of Class 3 | | 11 | 1 | ..... | 12 |
| CLASS 4.—Causes connected with machinery or boilers : | | | | | |
| Damage to machinery | | | 16 | ..... | 16 |
| Explosion of boiler | | | 1 | ..... | 1 |
| Total of Class 4 | | | 17 | ..... | 17 |
| CLASS 5.—Other causes : | | | | | |
| Absence of lights or buoys | | 1 | ..... | ..... | 1 |
| Fire | | | 8 | ..... | 8 |
| Ice | | | 3 | ..... | 3 |
| Misstayd | | 2 | ..... | ..... | 2 |
| Spontaneous combustion | | | 2 | ..... | 2 |
| Sprung a leak | 3 | 2 | 12 | ..... | 17 |
| Struck rock, sunken wreck, &c | | 1 | ..... | ..... | 1 |
| Miscellaneous | | 3 | 8 | ..... | 11 |
| Unknown | | 2 | 2 | 14 | 18 |
| Total of Class 5 | 3 | 11 | 35 | 14 | 63 |
| Aggregate | 19 | 73 | 304 | 14 | 410 |

TABLE 56.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, showing the number of vessels that COLLIDED and distinguishing the CAUSE of each disaster.

| Cause of disaster. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|-------|-------|--------|
| Carelessness | | | | 2 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 5 |
| Darkness | | | | | 12 | ..... | ..... | ..... | 12 | ..... | ..... | ..... | 6 |
| Errors of masters, officers, or crew | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| "Fault of other vessel" | | 1 | 4 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 9 |
| Fog | | | 12 | ..... | ..... | ..... | ..... | ..... | 6 | 12 | ..... | ..... | 14 |
| High, baffling winds | | | 12 | ..... | ..... | 12 | 12 | ..... | ..... | ..... | ..... | ..... | 6 |
| Negligence | | | | | | | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Unknown | | | 2 | ..... | 5 | ..... | 1 | ..... | ..... | 3 | ..... | ..... | 12 |
| Total | | 2 | 10 | 2 | 8 | 2 | 4 | 12 | 8 | 8 | ..... | 8 | 54 |

TABLE 57.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, showing the number of vessels and distinguishing their DESCRIPTION.

| Description of vessels. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|-------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|-------|-------|--------|
| Barks | 2 | 7 | 7 | 3 | 5 | 6 | 8 | 5 | 4 | 5 | ..... | 4 | 56 |
| Barkentines ..... | ..... | 12 | 1 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 9 |
| Brigs | 1 | 3 | 4 | ..... | 3 | 5 | 6 | 3 | 3 | 12 | ..... | ..... | 33 |
| Brigantines ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 3 |
| Schooners | 6 | 25 | 10 | 22 | 25 | 49 | 48 | 40 | 27 | 17 | 12 | 17 | 298 |
| Sloops ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Ships | 1 | ..... | 12 | ..... | 4 | 1 | 3 | 1 | 3 | 3 | 1 | 1 | 20 |
| Steamers ..... | ..... | 1 | 2 | 1 | 4 | ..... | 12 | 12 | 3 | 1 | 1 | ..... | 17 |
| Steamships | 1 | 3 | ..... | 1 | ..... | 2 | 12 | 12 | 1 | 3 | ..... | ..... | 15 |
| Yachts ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Unknown ..... | ..... | ..... | 2 | ..... | 3 | ..... | ..... | ..... | 1 | 2 | ..... | 3 | 11 |
| Total | 11 | 41 | 28 | 27 | 45 | 68 | 70 | 54 | 43 | 23 | 18 | 26 | 464 |

TABLE 36.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1886, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

| Burden of vessels. | July. | | August. | | Septem-ber. | | October. | | Novem-ber. | | Decem-ber. | | Jann-ary. | | Febru-ary. | | March. | | April. | | May. | | June. | | Total. | | Aggregate. | |
|--|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------|----|
| | Total loss. | Partial loss. | | |
| Not exceeding 50 tons..... | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 3 | 2 | 5 | 1 | 2 | 4 | 6 | 2 | 2 | 1 | 6 | 1 | 3 | 1 | 3 | 1 | 8 | 18 | |
| Over 50 and not exceeding 100 tons..... | 1 | 3 | 5 | 1 | 3 | 1 | 5 | 1 | 2 | 2 | 5 | 7 | 4 | 8 | 3 | 10 | 0 | 3 | 1 | 6 | 1 | 3 | 3 | 28 | 40 | 68 | | |
| Over 100 and not exceeding 200 tons..... | 1 | 1 | 2 | 4 | 1 | 4 | 1 | 3 | 4 | 2 | 7 | 5 | 4 | 6 | 3 | 3 | 2 | 1 | 3 | 1 | 2 | 1 | 1 | 3 | 21 | 54 | 75 | |
| Over 200 and not exceeding 300 tons..... | 1 | 1 | 3 | 4 | 1 | 4 | 1 | 3 | 4 | 1 | 4 | 8 | 3 | 6 | 1 | 2 | 2 | 3 | 1 | 2 | 1 | 2 | 1 | 3 | 13 | 31 | 44 | |
| Over 300 and not exceeding 400 tons..... | 1 | 1 | 4 | 3 | 2 | 3 | 1 | 3 | 1 | 1 | 4 | 3 | 3 | 12 | 1 | 6 | 4 | 6 | 1 | 2 | 2 | 1 | 2 | 1 | 3 | 14 | 50 | 64 |
| Over 400 and not exceeding 500 tons..... | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 2 | 2 | 2 | 1 | 1 | 6 | 3 | 8 | 1 | 5 | 3 | 4 | 1 | 4 | 1 | 1 | 1 | 3 | 17 | 37 | 54 |
| Over 500 and not exceeding 600 tons..... | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | 3 | 5 | 1 | 1 | 3 | 1 | 3 | 1 | 3 | 6 | 33 | 39 | 54 | |
| Over 600 and not exceeding 700 tons..... | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 15 | 25 | |
| Over 700 and not exceeding 800 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 11 | 2 |
| Over 800 and not exceeding 900 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Over 900 and not exceeding 1,000 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 |
| Over 1,000 and not exceeding 1,100 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| Over 1,100 and not exceeding 1,200 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Over 1,200 and not exceeding 1,300 tons..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| Over 1,300 and not exceeding 1,400 tons..... | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 20 |
| Over 1,400 tons..... | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 |
| Unknown..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 |
| Total..... | 4 | 7 | 12 | 20 | 7 | 21 | 8 | 19 | 8 | 8 | 26 | 42 | 20 | 50 | 13 | 41 | 17 | 26 | 6 | 27 | 5 | 13 | 6 | 20 | 132 | 332 | 464 | |
| Aggregate..... | 11 | 41 | 41 | 28 | 27 | 45 | 68 | 70 | 54 | 43 | 33 | 18 | 26 | 464 | | | | | | | | | | | | | | |

Note.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 32.

TABLE 59.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1886, showing the number of vessels and distinguishing their AGE.

| Age. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|---|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Not exceeding 3 years..... | 1 | 5 | 3 | 5 | 6 | 11 | 17 | 14 | 7 | 7 | 12 | 3 | 81 |
| Over 3 and not exceeding 7 years..... | 2 | 3 | 3 | 4 | 2 | 14 | 10 | 9 | 7 | 3 | 5 | 4 | 63 |
| Over 7 and not exceeding 10 years..... | 2 | 1 | 4 | 3 | 3 | 3 | 6 | 4 | 4 | 3 | 1 | 2 | 36 |
| Over 10 and not exceeding 14 years..... | 5 | 11 | 5 | 6 | 12 | 16 | 15 | 16 | 8 | 2 | 4 | 1 | 101 |
| Over 14 and not exceeding 20 years..... | 1 | 9 | 7 | 7 | 8 | 9 | 13 | 7 | 7 | 10 | 4 | 8 | 90 |
| Over 20 and not exceeding 25 years..... | 1 | 3 | 1 | 1 | 5 | 4 | 5 | 2 | 6 | 1 | 1 | 1 | 30 |
| Over 25 and not exceeding 30 years..... | 2 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 3 | 1 | 2 | 17 |
| Over 30 and not exceeding 35 years..... | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 11 |
| Over 35 and not exceeding 40 years..... | 2 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 11 |
| Over 40 and not exceeding 45 years..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Over 45 and not exceeding 50 years..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Over 50 years..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| Unknown..... | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 17 |
| Total..... | 11 | 41 | 28 | 27 | 45 | 68 | 70 | 54 | 43 | 33 | 18 | 26 | 464 |

TABLE 60.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS, during the year ending June 30, 1886, showing the number of vessels and distinguishing their CARGOES.

| Cargoes. | July. | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | Total. |
|--------------------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|--------|------|-------|--------|
| Ballast..... | 3 | 2 | 2 | 4 | 9 | 12 | 7 | 10 | 7 | 10 | 2 | 6 | 74 |
| Asphaltum..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Chemicals..... | 2 | 3 | 6 | 1 | 4 | 5 | 8 | 6 | 3 | 1 | 2 | 1 | 41 |
| Coal..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 |
| Cotton, cotton seed, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 |
| Fertilizers..... | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 4 | 2 | 2 | 1 | 1 | 20 |
| Fish, oysters, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 |
| Fruit, spices, coffee, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Grain..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Hides, furs, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Ice..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Iron, iron ore, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Lime..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Live stock..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Logwood..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Lumber, timber, &c..... | 14 | 2 | 4 | 10 | 16 | 8 | 8 | 8 | 9 | 2 | 3 | 1 | 77 |
| Merchandise (general)..... | 4 | 2 | 2 | 4 | 7 | 8 | 3 | 2 | 5 | 1 | 4 | 1 | 39 |
| Naval stores..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Petroleum..... | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Provisions..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Railroad iron..... | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Railroad stock..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Salt..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Stone, brick, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Sugar, molasses, &c..... | 3 | 4 | 1 | 1 | 5 | 3 | 9 | 7 | 6 | 6 | 1 | 1 | 46 |
| Tar, turpentine, &c..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Wale-oil, &c..... | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Wood..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Miscellaneous..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Unknown..... | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 41 |
| Total..... | 11 | 41 | 28 | 27 | 45 | 68 | 70 | 54 | 43 | 33 | 18 | 26 | 464 |

TABLE 61.—*Summary*—AT SEA or in FOREIGN WATERS.

| Nature of casualties. | Number of vessels. | Total number of tons. | Laden. | Ballast. | Unknown whether laden or not. | Total loss. | Partial and unknown loss.* | Number of passengers. | Number in crews. | Total on board. | Total number of lives lost. |
|------------------------|--------------------|-----------------------|--------|----------|-------------------------------|-------------|----------------------------|-----------------------|------------------|-----------------|-----------------------------|
| Foundering | 19 | 5,605 | 14 | 5 | ..... | 19 | ..... | 2 | 167 | 169 | 60 |
| Strandings | 73 | 33,910 | 58 | 15 | ..... | 50 | 23 | 52 | 863 | 915 | 8 |
| Vessels collided | 54 | 19,548 | 19 | 14 | 21 | 5 | 49 | 4 | 342 | 347 | 2 |
| Other causes | 318 | 129,474 | 278 | 40 | ..... | 58 | 260 | 520 | 3,424 | 3,944 | 192 |
| Total..... | 464 | 188,537 | 369 | 74 | 21 | 132 | 332 | 578 | 4,797 | 5,375 | 262 |

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 62.—Summary of disasters which have occurred to FOREIGN vessels on and near the coasts and on the rivers of the United States during the fiscal year ending June 30, 1886.

| Coasts, &c. | Number of vessels. | Aggregate tonnage. | Laden. | Ballast. | Unknown whether laden or not. | Wrecks involving total loss. | Casualties involving partial and unknown damage. | Number of passengers. | Number in crews. | Total on board. | Number of lives lost. |
|--------------------------------|--------------------|--------------------|-----------|-----------|-------------------------------|------------------------------|--|-----------------------|------------------|-----------------|-----------------------|
| Atlantic and Gulf coasts | 70 | 54,879 | 44 | 8 | 18 | 25 | 45 | 71 | 536 | 607 | 13 |
| Pacific coast | 3 | 2,661 | 3 | 1 | 1 | 1 | 1 | 23 | 23 | 23 | 15 |
| Great lakes | 6 | 2,826 | 3 | 1 | 1 | 2 | 4 | 11 | 76 | 87 | 49 |
| Rivers | 8 | 9,351 | 1 | 1 | 6 | 2 | 6 | ..... | 25 | 25 | 1 |
| Total..... | 87 | 69,717 | 50 | 10 | 27 | 30 | 57 | 82 | 660 | 742 | 78 |

| | Atlantic and Gulf coasts. | Pacific coast. | Great lakes. | Rivers. | Aggregate. |
|-------------------------------------|---------------------------|----------------|--------------|----------|-------------|
| Total value vessels involved | \$1,043,700 | \$85,000 | \$249,000 | \$30,000 | \$1,387,700 |
| Total value cargoes involved | 502,250 | 105,455 | 27,000 | 3,725 | 638,430 |
| Aggregate | 1,545,950 | 170,455 | 276,000 | 33,725 | 2,026,130 |
| Total losses to vessels | \$499,830 | \$60,150 | \$231,500 | \$30,000 | \$821,480 |
| Total losses to cargoes | 351,335 | 101,000 | 20,830 | ..... | 472,165 |
| Aggregate | 851,165 | 160,150 | 252,330 | 30,000 | 1,293,645 |
| Total insurance on vessels | \$298,790 | \$5,000 | ..... | \$29,000 | \$332,790 |
| Total insurance on cargoes | 100,220 | ..... | ..... | ..... | 100,220 |
| Aggregate | 399,010 | 5,000 | ..... | 29,000 | 433,010 |
| Total tonnage vessels damaged | 41,422 | 1,542 | 691 | 8,228 | 51,883 |
| Total tonnage vessels lost | 13,457 | 1,119 | 2,135 | 1,123 | 17,834 |

NOTE.—In addition to the number of vessels here reported, nine foreign vessels collided with American vessels at sea, involving a tonnage of 3,530.

TABLE 63.—GENERAL SUMMARY.

| Nature of casualties. | Number of vessels. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Value of vessels. | Value of cargo. | Losses to vessels. | Losses to cargo. | Insurance on ree- sels. | Insurance on car- goes. | Laden. | Ballast. | Unknown whether laden or not. | Wrecks involv- ing partial and total loss. | Casualties involv- ing partial and unknown damage. | Number of passen- gers. | Number in crews. | Total on board. | Number of lives lost. | |
|----------------------------------|--------------------|----------------------------------|-----------------------------|-------------------|-------------------|--------------------|------------------|----------------------------|----------------------------|--------------|------------|----------------------------------|--|--|----------------------------|------------------|-----------------|--------------------------|--|
| Foundering: | | | | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 53 | 6,312 | 1,085 | 270,380 | 41,175 | 284,030 | 37,225 | 59,600 | 18,980 | 83 | 20 | 31 | 22 | 8 | 297 | 215 | 40 | | |
| Pacific coast..... | 3 | 22 | 184 | 7,300 | 215 | 1,600 | 170 | ..... | ..... | 3 | ..... | 1 | 2 | ..... | 12 | 12 | ..... |  |  |
| Great lakes..... | 10 | 3,015 | 174 | 108,400 | 28,000 | 108,100 | 22,600 | 63,000 | 10,050 | 10 | ..... | 4 | 8 | ..... | 78 | 81 | 19 | | |
| Rivers..... | 12 | 153 | 601 | 39,200 | 1,500 | 18,700 | 4,000 | 4,000 | ..... | 3 | ..... | 9 | 5 | ..... | 98 | 68 | 3 | | |
| At sea or in foreign waters..... | 19 | 5,605 | ..... | 202,003 | 254,518 | 202,000 | 254,515 | 72,250 | 92,285 | 14 | ..... | 5 | 19 | ..... | 167 | 109 | 60 | | |
| Total..... | 97 | 15,107 | 2,044 | 627,290 | 322,435 | 564,430 | 315,760 | 198,850 | 121,235 | 63 | 24 | 64 | 53 | 18 | 522 | 540 | 122 | | |
| Strandings: | | | | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 347 | 34,983 | 55,760 | 4,560,635 | 1,599,375 | 1,502,280 | 890,780 | 1,268,045 | 574,905 | 261 | 93 | 142 | 215 | 1,550 | 2,093 | 4,243 | 68 | | |
| Pacific coast..... | 31 | 2,765 | 5,150 | 692,250 | 167,295 | 253,700 | 131,165 | 142,850 | 3,500 | 23 | 8 | 18 | 13 | 113 | 328 | 441 | 18 | | |
| Great lakes..... | 78 | 7,324 | 33,808 | 1,783,000 | 435,900 | 473,025 | 85,020 | 780,865 | 246,225 | 65 | 13 | 21 | 57 | 116 | 761 | 876 | 48 | | |
| Rivers..... | 9 | 970 | 1,891 | 90,500 | 110,400 | 37,800 | 23,650 | 41,000 | 62,800 | 8 | 1 | 8 | 6 | 70 | 170 | 153 | 229 | 8 | |
| At sea or in foreign waters..... | 73 | 19,209 | 14,701 | 1,535,500 | 1,282,975 | 793,460 | 499,815 | 721,575 | 922,480 | 58 | 15 | 50 | 23 | 52 | 863 | 915 | 8 | | |
| Total..... | 548 | 65,241 | 111,310 | 8,677,183 | 3,593,053 | 3,150,245 | 1,626,380 | 2,951,335 | 1,809,910 | 418 | 130 | 234 | 314 | 1,900 | 4,796 | 6,098 | 160 | | |
| Vessels collided: | | | | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 482 | 3,705 | 182,701 | 10,590,190 | 1,877,250 | 843,735 | 60,885 | 2,218,215 | 825,315 | 208 | 205 | 79 | 15 | 477 | 3,655 | 10,377 | 7 | | |
| Pacific coast..... | 20 | 35 | 21,494 | 1,610,500 | 403,900 | 40,185 | 5,585 | 86,850 | 10,000 | 13 | 10 | 8 | 1 | 53 | 683 | 443 | 1,076 | | |
| Great lakes..... | 109 | ..... | 50,352 | 2,080,800 | 423,370 | 41,785 | 75 | 794,355 | 283,880 | 55 | 35 | 19 | 109 | 86 | 804 | 892 | ..... |  |  |
| Rivers..... | 108 | 650 | 49,877 | 3,516,840 | 314,605 | 69,635 | 27,420 | 1,023,750 | 415,470 | 88 | 47 | 23 | 2 | 103 | 2,164 | 3,403 | 6 | | |
| At sea or in foreign waters..... | 54 | 517 | 19,031 | 708,085 | 328,700 | 70,925 | 3,000 | 281,040 | 164,200 | 19 | 14 | 21 | 5 | 40 | 343 | 317 | 2 | | |
| Total..... | 720 | 4,897 | 323,645 | 18,510,385 | 3,734,725 | 566,275 | 97,885 | 4,371,190 | 1,700,815 | 283 | 311 | 145 | 24 | 765 | 9,811 | 6,540 | 10,368 | 16 | |
| (Other causes: | | | | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 256 | 3,060 | 52,091 | 3,287,690 | 612,490 | 369,880 | 107,200 | 912,400 | 352,410 | 149 | 107 | ..... | 35 | 221 | 1,720 | 1,787 | 18 | | |
| Pacific coast..... | 15 | 138 | 8,710 | 1,157,565 | 214,800 | 42,335 | 2,300 | 134,500 | 3,000 | 10 | 5 | ..... | 17 | 113 | 1,175 | 278 | 1,448 | 1 | |
| Great lakes..... | 33 | 2,121 | 47,552 | 2,218,070 | 681,500 | 200,465 | 28,435 | 1,033,135 | 465,880 | 87 | 40 | ..... | 17 | 116 | 71 | 1,111 | 1,182 | 11 | |
| Rivers..... | 130 | 10,086 | 22,897 | 2,093,000 | 111,945 | 701,450 | 258,815 | 756,960 | 877,980 | 61 | 78 | ..... | 40 | 64 | 1,870 | 2,580 | 21 | | |
| At sea or in foreign waters..... | 318 | 21,003 | 108,471 | 5,687,245 | 3,911,975 | 1,213,475 | 731,535 | 1,922,770 | 2,268,925 | 278 | 40 | ..... | 58 | 290 | 530 | 3,424 | 192 | | |
| Total..... | 801 | 37,008 | 239,230 | 14,240,065 | 6,012,770 | 2,526,535 | 1,126,375 | 4,750,705 | 3,468,145 | 583 | 276 | ..... | 152 | 709 | 3,205 | 8,465 | 11,070 | 248 | |
| Grand total..... | 2,285 | 112,253 | 676,238 | 42,100,920 | 13,062,858 | 8,971,523 | 3,108,350 | 12,281,050 | 7,100,105 | 1,399 | 751 | 145 | 474 | 1,831 | 14,968 | 20,325 | 26,263 | 531 | |

RECAPITULATION—(GENERAL SUMMARY.)

| Coasts, &c. | Number of vessels. | Tonnage of vessels totally lost. | Tonnage of vessels damaged. | Aggregate tonnage. | Laden. | Ballast. | Unknown whether laden or not. | Wrecks involving total loss. | Casualties involving partial and unknown damage. | Number of passengers. | Number in crews. | Total on board. | Number of lives lost.* | At sea or in foreign waters. | | |
|-------------------------------------|--------------------|----------------------------------|-----------------------------|--------------------|----------------|----------|-------------------------------|------------------------------|--|-----------------------|------------------------------|-----------------|------------------------|------------------------------|--------------|------------|
| | | | | | | | | | | | | | | Rivers. | Great lakes. | Aggregate. |
| Atlantic and Gulf coasts | 1, 158 | 48, 060 | 291, 637 | 339, 697 | 654 | 425 | 79 | 223 | 935 | 10, 200 | 8, 342 | 18, 542 | 133 | | | |
| Pacific coast | 75 | 2, 940 | 35, 546 | 38, 486 | 49 | 23 | 3 | 22 | 53 | 921 | 1, 056 | 1, 977 | 20 | | | |
| Great lakes | 330 | 12, 460 | 132, 086 | 144, 546 | 217 | 94 | 19 | 47 | 283 | 277 | 2, 754 | 3, 031 | 78 | | | |
| Rivers | 268 | 12, 459 | 74, 766 | 87, 225 | 110 | 135 | 23 | 50 | 318 | 2, 962 | 3, 376 | 6, 338 | 38 | | | |
| At sea or in foreign waters | 464 | 46, 334 | 142, 203 | 188, 537 | 369 | 74 | 21 | 132 | 332 | 2, 578 | 4, 797 | 5, 375 | 262 | | | |
| Total | 2, 295 | 122, 253 | 676, 238 | 798, 491 | 1, 399 | 751 | 145 | 474 | 1, 821 | 14, 838 | 20, 325 | 35, 263 | *531 | | | |
| | | | Atlantic and Gulf coasts. | | Pacific coast. | | Great lakes. | | Rivers. | | At sea or in foreign waters. | | Aggregate. | | | |
| Total value vessels involved | | | \$18, 694, 885 | | \$3, 467, 615 | | \$6, 200, 870 | | \$5, 664, 440 | | \$8, 133, 100 | | \$42, 160, 920 | | | |
| Total value cargoes involved | | | 4, 130, 240 | | 875, 840 | | 1, 575, 890 | | 1, 338, 650 | | 5, 775, 265 | | 13, 695, 885 | | | |
| Aggregate | | | \$22, 825, 135 | | \$4, 343, 455 | | \$7, 776, 760 | | \$7, 003, 090 | | \$13, 908, 365 | | \$55, 856, 805 | | | |
| Total losses to vessels | | | \$2, 539, 875 | | \$337, 820 | | \$823, 385 | | \$827, 565 | | \$2, 278, 860 | | \$6, 807, 525 | | | |
| Total losses to cargoes | | | 1, 091, 830 | | 129, 490 | | 146, 130 | | 309, 135 | | 1, 489, 765 | | 3, 166, 350 | | | |
| Aggregate | | | \$3, 631, 705 | | \$467, 310 | | \$969, 515 | | \$1, 136, 720 | | \$3, 768, 625 | | \$9, 973, 875 | | | |
| Total insurance on vessels | | | \$4, 457, 260 | | \$375, 700 | | \$2, 626, 885 | | \$1, 825, 650 | | \$2, 987, 635 | | \$12, 281, 080 | | | |
| Total insurance on cargoes | | | 1, 771, 560 | | 16, 500 | | 1, 007, 965 | | 1, 556, 200 | | 3, 447, 860 | | 7, 100, 105 | | | |
| Aggregate | | | \$6, 228, 820 | | \$390, 200 | | \$3, 634, 850 | | \$3, 381, 850 | | \$6, 435, 495 | | \$19, 381, 185 | | | |
| Total tonnage vessels damaged | | | 291, 637 | | 35, 546 | | 132, 086 | | 74, 766 | | 142, 203 | | 676, 238 | | | |
| Total tonnage vessels lost | | | 48, 060 | | 2, 940 | | 12, 460 | | 12, 459 | | 46, 334 | | 122, 253 | | | |

*In addition to the number of lives lost here reported, 249 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 780.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, and to American vessels at sea or in foreign waters, involving LOSS OF LIFE, during the year ending June 30, 1885, in four divisions, viz: (1) Founderings; (2) Strandings; (3) Collisions; and (4) Casualties from Other Causes; showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of LIVES LOST, and the DATE and PLACE of disaster, &c.*

(1) FOUNDINGS.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether result or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. |
|-------------------|-------------------------|------------------------|-------|----------------------------------|---------------------------------------|---------------------------------|-------------------------|-----------------------|--|
| 1885. | | | | | | | | | |
| Aug. 25 | John Stoddard..... | American schooner.. | 24 | Beaufort, S. C..... | Cruising..... | Partial..... | Ballast..... | 6 | Off coast of South Carolina. |
| Aug. 26 | Gustie Wilson..... | do..... | 128 | New York City..... | Jacksonville, Fla..... | Total..... | Railroad iron..... | 3 | At sea. |
| Sept. 8 | Milton..... | do..... | 131 | Ellison's Bay, Wis..... | Milwaukee, Wis..... | do..... | Wood..... | 5 | Off Two Rivers Point, Wis., Lake Michigan. |
| Sept. 8 | Advance..... | do..... | 180 | Pine Lake, Mich..... | Chicago, Ill..... | do..... | do..... | 6 | Ten miles north of Port Washington, Wis., Lake Michigan. |
| Nov. 23 | Cornelius Grinnell..... | American barge..... | 1,600 | Newport News, Va..... | New London, Conn..... | do..... | Coal..... | 3 | Five miles south of Highland Light, N. J. |
| Dec. 2 | Ortolan..... | American brig..... | 386 | Mobile, Ala..... | Aspinwall, U. S. of Columbia..... | do..... | Lumber..... | 7 | Harbor of Aspinwall, U. S. of Columbia. |
| Dec. 5 | Orphan Boy..... | American schooner.. | 366 | St. Ignace, Mich..... | Chicago, Ill..... | do..... | do..... | 8 | Near Grand Point au Sable, Mich., Lake Michigan. |
| Dec. 20 | Virginia Dare..... | do..... | 85 | Gloucester, Mass..... | George's Bank..... | do..... | Ballast..... | 14 | At sea. |
| Dec. 23 | Mabel Dillaway..... | do..... | 82 | do..... | do..... | do..... | do..... | 16 | Do. |
| Dec. 26 | Hyperion..... | do..... | 69 | do..... | do..... | do..... | do..... | 12 | Do. |
| 1886. | | | | | | | | | |
| Jan. 8 | Julia Brown..... | American barkentine.. | 543 | Hoboken, N. J..... | Boston, Mass..... | do..... | Coal..... | 9 | Vineyard Sound, Mass. |
| Jan. 9 | Henry Gibbs..... | American schooner.. | 70 | Fort Johnson, N. Y..... | Stonington, Conn..... | do..... | do..... | 2 | Near Milford, Conn., Long Island Sound. |
| Feb. 3 | Anthea Godfrey..... | do..... | 182 | New York City..... | Norfolk, Va..... | do..... | Kanite..... | 11 | Lynn Haven Bay, Va. |
| Apr. 6 | Mountain Boy..... | American steamer.. | 87 | Cannelton, Ind..... | Owensboro', Ky..... | do..... | Cornmeal and lings..... | 3 | Owensboro', Ky., Ohio River. |
| Apr. 22 | Mirage..... | do..... | 35 | do..... | do..... | Partial..... | Ballast..... | 1 | Elizabethport, N. J., Newark Bay. |
| May 13 | Ice King..... | American ship..... | 1,198 | Iolilo, Philippine Isl. and..... | Boston, Mass..... | Total..... | Sugar..... | 1 | Anjer, Strait of Sunda. |
| June 15 | Lydia..... | American schooner.. | 23 | Brazehear, La..... | Galveston, Tex..... | do..... | Ballast..... | 2 | Near Mermentau River, La. |
| June 27 | Sea Gull..... | do..... | 42 | Progreso, Mexico..... | Key West, Fla..... | do..... | Sponge..... | 7 | At sea. |
| June 30 | C. Emile..... | American steamer.. | 129 | Apalachicola, Fla..... | Apalachicola, Fla..... | Partial..... | Ballast..... | 2 | Apalachicola Bay, Fla. |
| June 30 | California..... | American schooner.. | 17 | do..... | East Pass, Apalachicola Bay, Fla..... | do..... | do..... | 4 | Do. |

Totals: Vessels, 20; tonnage, 4,678; total losses, 10; partial losses, 10; lives lost, 122.

(2) STRANDINGS.

| 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1913. | 1914. | 1915. | 1916. | 1917. | 1918. | 1919. | 1920. | 1921. | 1922. | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. | 1931. | 1932. | 1933. | 1934. | 1935. | 1936. | 1937. | 1938. | 1939. | 1940. | 1941. | 1942. | 1943. | 1944. | 1945. | 1946. | 1947. | 1948. | 1949. | 1950. | 1951. | 1952. | 1953. | 1954. | 1955. | 1956. | 1957. | 1958. | 1959. | 1960. | 1961. | 1962. | 1963. | 1964. | 1965. | 1966. | 1967. | 1968. | 1969. | 1970. | 1971. | 1972. | 1973. | 1974. | 1975. | 1976. | 1977. | 1978. | 1979. | 1980. | 1981. | 1982. | 1983. | 1984. | 1985. | 1986. | 1987. | 1988. | 1989. | 1990. | 1991. | 1992. | 1993. | 1994. | 1995. | 1996. | 1997. | 1998. | 1999. | 2000. |
|----------|--------------------|---------------------|--------|--------------------------------|-----------------------------|---------|---|-------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Ang. 10 | George and Susan | American bark | 343 | San Francisco, Cal. | Arctic Ocean | Total | Whale oil and outfits | 3 | Near Wainwright Inlet, Arctic Ocean | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ang. 20 | Haddingtonshire | British bark | 1, 119 | Astoria, Ore | San Francisco, Cal. | do | Canned salmon and flour | 15 | Three miles north of Point Reyes, Cal. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ang. 23 | F. W. Scheper, Jr. | American schooner | 40 | Hanford, S. C. | Cruising | Partial | Ballast | 3 | Bar Point Island, S. C. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ang. 25 | Walter Smith | do | 33 | St. Helena, S. C. | do | Total | do | 5 | Cannabito Bank, S. C., St. Helena Strait | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 1 | Victor | American bark | 606 | Saint Denis, Island of Réunion | Sainte Rose | do | Sugar | 2 | Saints Harbor, French Island of Réunion, Indian Ocean | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 18 | Orient | American barge | 553 | New Orleans, La. | Galveston, Tex | do | Coal | 4 | North Brakers, off Galveston, Tex. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov. 7 | Algonna | British steamship | 1, 173 | Owen Sound, Ont | Pt. Arthur, Ontario | do | General | 48 | South shore of Isle Royal, Mich.; Lake Superior. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov. 24 | Malta | British ship | 1, 611 | Antwerp, Belgium | New York City | do | Silver sand and stone and empty barrels | 1 | Ocean Beach, N. J. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov. 29 | James M. Riley | American schooner | 450 | New York City | Havana, Cuba | do | Oil, sulphuric acid, &c. | 2 | Tunk's Island, British West Indies | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec. 6 | Fred. A. Carlo | do | 439 | Bonaire, W. I. | New York City | do | Logwood | 2 | Norris Beach, R. I. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec. 24 | West Jersey | American ferry-boat | 350 | Cumtlen, N. J. | Jersey City, N. J. | do | Ballast | 1 | Island Beach, N. J. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 2 | W. D. Chipley | American steamer | 273 | Columbus, Ga | Apalachicola, Fla. | do | Cotton and inner-chandise | 8 | Chattahoochee River. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 3 | Carrie B. Lake | American schooner | 37 | Astoria, Ore | On a cruise | do | Ballast | 3 | Ten miles north of Cape Disappointment, Wash. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 6 | William H. Stevens | do | 147 | Legipe Marshall Isl. ande. | Butaritari, Gilbert Islands | do | General | 1 | Gilbert Islands, reef near Butaritari, Pacific Ocean | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 8 | Mary G. Farr | do | 330 | Baltimore, Md | Providence, R. I. | do | Corn | 7 | Spring Lake Beach, N. J. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 9 | Cho Chicott | do | 50 | Clark's Island, Mo | New York City | do | Granite | 1 | Watch Hill Beach, R. I. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 9 | Myrtle Purdy | British schooner | 85 | Boston, Mass | St. John, N. B. | Partial | Ballast | 1 | West Quoddy Head, Me. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 9 | Juliet | American schooner | 196 | Frankfort, Mo | New York City | Total | Granite | 3 | Deer Island, Boston Bay, Mass. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 10 | T. B. Witherspoon | do | 366 | Surinam, Dutch Galana | Boston, Mass | do | Sugar, molasses, &c. | 7 | Surfside, Nantucket Shoals, Mass. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 11 | Crisio Wright | do | 386 | Baltimore, Md | Savannah, Ga | do | Guano | 6 | Cape Lookout Shoals, N. C. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 15 | Fannie W. Johnston | do | 560 | do | Musquito Inlet, Fla. | do | Brick | 2 | Musquito Inlet, Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb. 3 | Col. S. W. Razez | do | 235 | Petersburg, Va | New York City | do | Wood | 1 | Seyet Place, Lynn Haven Bay, Va. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb. 11 | Kraljevica | Austrian bark | 719 | Marseilles, Franco | do | do | Salt | 8 | Barnegat, N. J. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb. 26 | Idelwild | American steamer | 632 | New York City | Bridgesport, Conn. | Partial | General mer chandise | 9 | Near Stratford, Conn., Long Island Sound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 6 | Chanticleer | American schooner | 36 | Vinal Haven, Me | Franklin, Me. | Total | Ballast | 3 | Reck in Southwest Harbor, off Mount Desert Island, Me. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 7 | Beta | British schooner | 159 | Wintoor, Nova Scotia | Doston, Mass | do | Wood | 3 | Plum Island, Mass. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 19 | J. H. Lano | American brig | 391 | Matanzas, Cuba | Philadelphia, Pa. | do | Molasses | 1 | Gilbert's Bar, Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Totals: Vessels, 27; tonnage, 11,243; total losses, 24; partial losses, 3; lives lost, 150.
 * This vessel when discovered was on fire; five of the crew were probably lost before the vessel came ashore.

TABLE 64. — *Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

(3) COLLISIONS.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether result or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. |
|-------------------|--------------------|--|-------|---------------------|------------------------|---------------------------------|------------------|-----------------------|---------------------------------------|
| 1885. | | | | | | | | | |
| July 3 | Lily Turner | American steamer | 154 | Lansing, Iowa | Prairie du Chien, Wis. | Partial | Ballast | 1 | Mississippi River. |
| July 4 | No name* | Row boat | | East Boston, Mass. | Boston, Mass. | Unknown | | 1 | Hudson River. |
| July 10 | Swampscott | American steamer | 483 | Newburg, N. Y. | | Partial | Ballast | 1 | Boston Harbor. |
| July 17 | No name† | Row boat | | | | Unknown | | 2 | Near Newburg, N. Y., Hudson River. |
| July 17 | do | do | | | | do | | 2 | Do. |
| Aug. 8 | do | Sail boat | | | | do | | 1 | New York Harbor. |
| Aug. 21 | do | do | | | | do | | 1 | Milwaukee, Wis. |
| Sept. 10 | Fannie P. Skeer | American steamer | 83 | New York City | Perth Amboy, N. J. | Partial | Ballast | 2 | Opposite Bedloe's Island, N. Y. |
| Sept. 16 | Edwin Post | American schooner | 42 | Stapleton, N. Y. | Bedloe's Island, N. Y. | do | Miscellaneous | 2 | Near Bedloe's Island, N. Y. |
| Sept. 21 | No name† | Skiff | | | | Unknown | | 1 | York Bay. |
| Sept. 22 | H. A. Johnson | American schooner | 61 | Gloucester, Mass. | George's Bank | Total | Ballast | 1 | Near Buck Hill Bottom, Ohio River. |
| Oct. 15 | Small boat** | Belonging to schooner E. B. Leisnering | | | | Unknown | | 1 | At sea. |
| Oct. 27 | James M. Donahue | American ferry-boat | 731 | San Francisco, Cal. | Sonoma, Cal. | Partial | Miscellaneous | 1 | Kaighn's Point Ferry, Delaware River. |
| Nov. 6 | Mountain Girl | American steamer | 109 | Cincinnati, Ohio | New Orleans, La. | do | do | 2 | San Francisco Bay, Cal. |
| Nov. 6 | Mary and Catharine | American schooner | 41 | New York City | Cruising (pilot boat) | Total | Ballast | 1 | Ohio River. |
| Nov. 26 | Emma Graham | American steamer | 530 | Pittsburgh, Pa. | Cincinnati, Ohio | do | Glass and iron. | 1 | At sea. |
| 1886. | | | | | | | | | |
| Feb. 3 | Small cutter†† | Belonging to Austrian Corvette, Donan | | | | Unknown | | 0 | Ohio River. |
| Apr. 13 | Mary McNeill | American steamer | 14 | | | Partial | Ballast | 1 | New York Harbor. |
| May 5 | Pat Christian | American schooner | 69 | Galveston, Tex. | Lake Charles, La. | do | | 1 | Do. |
| June 6 | No name§§ | Small boat | | | | Unknown | | 1 | Off Galveston, Tex. |
| June 23 | Mary Atwater | American schooner | 51 | Roadout, N. Y. | New York City | Total | Cement | 2 | Off Jersey City, New York Harbor. |

Totals: Vessels, 21; tonnage, 2,368; total losses, 4; partial losses, 8; damage unknown, 9; lives lost, 22.

* Collision with tow of steamer George A. Hoyt.
 † Collision with barge Charles Spear.
 ‡ Collision with steamer John L. Hunsbrouck.

§ Collision with steamer Cygnus.
 ¶ Collision with the steamer Wisconsin.
 †† Collision with steamer Blaggie.

** Collision with ferry boat Peerless.
 †† Collision with steamer Blanche Paige.
 §§ Collision with steamer New Brunswick.

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.—Continued.*

(4) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|---------------------|------------------------|-------|--------------------------|---------------------|---|-------------------------|-----------------------|--|---|
| 1885. | | | | | | | | | | |
| July 1 | Monitor | Am. barge | 314 | Toledo, Ohio | Alpena, Mich. | No damage. | Ballast. | 1 | Toledo, Ohio, Lake Erie. | Fell overboard. |
| July 2 | San Rafael | Am. str. | 692 | San Francisco, Cal. | Sausalito, Cal. | do | do | 1 | San Francisco Harbor, Cal. | Fell overboard while lowering boat. |
| July 4 | Brandywine | do | 408 | Philadelphia, Pa. | Wilmington, Del. | do | do | 1 | Ahead of Marcus Hook, Pa., Delaware River. | Jumped overboard. |
| July 7 | Wabasheen | Br. sc. | 457 | Manitou Island, Mich. | Chicago, Ill. | do | Lumber. | 1 | Chicago, Ill., Lake Michigan. | Crushed between the vessel and a bridge. |
| July 8 | Morning Star | Am. str. | 147 | Toledo Harbor, Ohio. | do | do | Ballast | 1 | Toledo, Ohio, Lake Erie | Fell overboard while talking on rail. |
| July 13 | Lizzie W. Matheson. | Am. sc. | 194 | Provincetown, Mass. | Grand Banks | do | do | 1 | Grand Banks. | Fell overboard from dory while fishing. |
| July 15 | Corona | Am. str. | 584 | New Orleans, La. | Vicksburg, Miss. | do | Cotton and cotton seed. | 1 | Mississippi River. | Capsizing of small boat. |
| July 15 | C. H. Johnson | Am. sc. | 332 | Cleveland, Ohio. | Marquette, Mich. | do | Coal | 1 | Marquette, Mich., Lake Superior. | Lost from small boat. |
| July 17 | Tartar | do | 49 | San Francisco, Cal. | Port Costa, Cal. | do | Ballast. | 1 | San Francisco Bay, Cal. | Fell overboard while hauling in main sheet. |
| July 18 | Royal Arch | Am. str. | 27 | Savannah, Ga. | New River, S. C. | do | do | 1 | New River, S. C. | Fell overboard from rail. |
| July 19 | Mary E. Laughlin | do | 39 | New York City. | do | do | do | 1 | New York Bay. | Fell overboard. |
| July 21 | Pilot Boy | do | 234 | Charleston, S. C. | Essexport, S. C. | do | Merchandise. | 1 | At sea. | Do. |
| July 25 | Josephine | do | 241 | Saint Paul, Minn. | Saint Paul, Mo. | do | Ballast. | 1 | Mississippi River. | Do. |
| July 27 | Kazoo Valley | do | 329 | New Orleans, La. | Grand Forks, La. | do | do | 1 | Red River, La. | Do. |
| July 28 | Syren | Am. ship | 866 | New Bedford, Mass. | San Francisco, Cal. | do | do | 3 | At sea. | Fell overboard while furling jib. |
| July 31 | Emma T. Crowell | Am. bark | 1,137 | Liverpool, Eng. | New York City. | do | do | 1 | do | Fell overboard from aloft. |
| Aug. 3 | Starlight | Am. sc. | 40 | Piankitantank River, Va. | Baltimore, Md. | do | Wood. | 1 | Piankitantank River, Va. | Fell overboard. |
| Aug. 3 | Major Reybold | Am. str. | 531 | Philadelphia, Pa. | Salem, N. J. | Partial. | Merchandise. | 1 | Off Wind Mill Island, Delaware River. | Lost overboard in a gale. |
| Aug. 3 | Sarah Cullen | Am. sc. | 254 | Port Richmond, Pa. | Richmond, Va. | No damage. | Coal | 1 | Richmond, Va., James River. | Knocked into the hold and killed. |
| Aug. 5 | Volaks | Am. str. | 209 | Jacksonville, Fla. | Enterprise, Fla. | do | Merchandise. | 1 | St. John's River, Fla. | Fell overboard. |

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.*—Continued.

(4) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|------------------|------------------------|-------|----------------------|------------------------------|---|-------------------------|-----------------------|--|---|
| 1885. Aug. 6 | V. Swain | Am. str. | 955 | Marquette, Mich. | Cleveland, Ohio | No damage. | Ballast. | 1 | Cleveland, Ohio, Lake Erie. | Fell through hatchway. |
| Aug. 9 | Henry Warner | Am. bkno. | 349 | Portland, Me. | Buenos Ayres, South America. | Partial. | Lumber and merchandise. | 2 | At sea. | Washed overboard by a heavy sea during a hurricane. |
| Aug. 9 | India | Am. sc. | 317 | Pequaming, Mich. | Ogdensburg, N. Y. | No damage. | Lumber. | 1 | Lake Superior. | Slipped on wood and went overboard. |
| Aug. 10 | Willie A. McKay | do | 170 | Provincetown, Mass. | Fishing. | Partial. | Fish and salt. | 2 | Grand Banks. | Lost overboard in a gale. |
| Aug. 10 | Wenona | do | 65 | do | Grand Bank. | No damage. | Fish. | 1 | do | Capsizing of dory. |
| Aug. 13 | Bradywine | Am. str. | 408 | Philadelphia, Pa. | Wilmington, Del. | do | Ballast. | 1 | Delaware River. | Fell overboard while sitting on rail. |
| Aug. 18 | Alice Le Blanc | do | 82 | New Orleans, La. | Lockport, La. | do | do | 1 | Bayou Lafourche, La. | Struck by a falling stage and went overboard. |
| Aug. 19 | Chattahoochee | do | 437 | Jacksonville, Fla. | Enterprise, Fla. | do | Merchandise. | 1 | Below Palatka, Fla., St. John's River. | Capsizing of small boat. |
| Aug. 20 | Kate B. Ogden | Am. sc. | 625 | New York City | Baltimore, Md. | do | Ballast. | 1 | Harbor of Baltimore, Md. | Fell overboard; supposed to be in a fit. |
| Aug. 22 | T. Shiver | Am. str. | 127 | Mount Vernon, Ind. | Spotsville, Ky. | do | do | 1 | Bolton, Henderson, Ky., Ohio River. | Fell overboard while intoxicated. |
| Aug. 22 | Percy Swain | do | 116 | La Crosse, Wis. | Alma, Wis. | do | do | 1 | Mississippi River. | Fell overboard. |
| Aug. 24 | George | Am. sc. | 790 | Buffalo, N. Y. | Chicago, Ill. | do | Coal. | 1 | Off Kewasha, Wis., Lake Michigan. | Fell overboard from aloft. |
| Aug. 25 | William Lawrence | Am. gt. sp. | 1049 | Baltimore, Md. | Savannah, Ga. | Partial. | Merchandise. | 1 | At sea. | Washed overboard by a heavy sea. |
| Aug. 25 | Flora Goodale | Am. brig. | 469 | Cardenas, Cuba | New York City | Total. | Sugar. | 0 | do | Missing. |
| Aug. 25 | D. C. Haskins | Am. sc. | 113 | San Francisco, Cal. | Russian Landing, Cal. | No damage. | Merchandise. | 1 | Russian Landing, Sonoma County, Cal. | Fell or jumped overboard. |
| Aug. 26 | Fairfield | do | 91 | Lying at Bangor, Me. | do | do | Ballast. | 1 | Bangor, Me., Penobscot River. | Killed by falling from platform to deck. |
| Aug. 26 | Rebecca | do | 161 | New York City | Nassau, New Providence. | do | do | 2 | At sea. | Lost overboard in a cyclone. |
| Aug. 27 | A. C. Nickerson | Am. str. | 22 | Sandy Hook, N. J. | New York City | do | do | 1 | New York Harbor. | Fell overboard. |

| | | | | | | | | | |
|---------|-----------------------|---------------|-----|---|-----------------|---------------|----|--|----------------------|
| Aug. 23 | Grace Ely..... | Am. sc..... | 12 | Marquette, Mich. Yellow Dog River, Mich., Lake Su- perior. | Partial | Merchandise.. | 1 | Between Little Presque Isle and Granite Is- land, Mich., Lake Su- perior. | Capsizing of vessel. |
| Aug. 23 | E. E. Blako..... | do..... | 201 | Chicago, Ill..... Charlevoix, Mich. | No dam- age. | Ballast..... | 1 | Fell overboard while jib- ing main-boom. | |
| Aug. | Grace Corver..... | do..... | 254 | Appalachicola, Fla. | do | do | 1 | Fell through hatchway. | |
| Aug. | Washington..... | do..... | 311 | New York City..... | Total | Lumber..... | 10 | Missing. | |
| Aug. | S. H. Levin..... | do..... | 388 | Palatka, Fla..... | do | Railroad iron | 8 | Do. | |
| Sept. | S. B. Miller..... | Am. slip..... | 26 | Fishing..... | No dam- age. | Ballast..... | 1 | Fell overboard. | |
| Sept. | Gray Hound..... | Am. bark..... | 178 | Whaling..... | do | do | 5 | Capsizing of small boat by a whale. | |
| Sept. | Cleveland..... | Am. str..... | 286 | Fayal, Azores Isl- ands. | Partial | Lumber..... | 1 | Explosion of boiler. | |
| Sept. | Ivanhoe..... | Am. sc..... | 120 | Bay City, Mich..... San Francisco, Cal. | No dam- age. | Ballast..... | 1 | Fell overboard. | |
| Sept. | Ona Swails..... | do..... | 17 | Muskegon, Mich..... | do | Lumber..... | 1 | Knocked overboard by jibbing of fore-boom. | |
| Sept. | Navarino..... | do..... | 338 | Sierra Leone, Af- rica. | do | Ballast..... | 1 | Fell over board from main-boom. | |
| Sept. | Neptuno..... | do..... | 43 | Onancock, Va..... | do | do | 1 | Fell overboard while jib- ing mainsail. | |
| Sept. | G. R. Green..... | Am. str..... | 18 | Milwaukee, Wis..... | do | do | 1 | Lost overboard in a gale. | |
| Sept. | Mystery..... | Am. sc..... | 82 | Bangor, Me..... | do | Lumber..... | 1 | Knocked overboard by jibbing of main-boom. | |
| Sept. | Cashmere..... | Am. bark..... | 837 | Philadelphia, Pa. Victoria, British Columbia | Total | Petroleum | 3 | Washed overboard in a gale. | |
| Sept. | Vanderbilt..... | Am. sc..... | 93 | Behring Sea..... | Partial | Seal skins | 1 | While taking in staysail in a hurricane, was knocked overboard. | |
| Sept. | John A. H. Dixon..... | do..... | 54 | Baltimore, Md..... | No dam- age. | Ballast..... | 1 | Fell overboard. | |
| Sept. | George L. Smith..... | do..... | 89 | Fishing..... | do | do | 2 | Capsizing of dory while tending trawls. | |
| Sept. | Ella E. Robbins..... | do..... | 34 | Shelburne, Nova Scotia. | do | do | 1 | Drawn overboard while taking in stay-sail. | |
| Sept. | Bell Brown..... | do..... | 218 | Fishing Bay, Va..... Green Bay, Wis..... | do | do | 1 | Fell from main boom while taking in sail. | |
| Sept. | Sidney..... | Am. str..... | 618 | St. Louis, Mo..... | do | Lumber..... | 1 | Walked overboard. | |
| Sept. | Sea Foam..... | Am. sc..... | 92 | San Francisco, Cal. Wood's Harbor, Nova Scotia. | Total | Ballast..... | 1 | Capsizing of vessel. | |
| Sept. | Daisy Spraker..... | do..... | 54 | Fishing..... | do | Fish..... | 8 | Missing. | |
| Oct. | Ethel..... | Am. str..... | 535 | Savannah, Ga..... Point Bluff | No dam- age. | Cotton..... | 1 | Fell overboard. | |
| Oct. | Vera Welling..... | Am. slip..... | 13 | Charleston, S. C..... | Total | Rosin..... | 2 | Capsizing of vessel. | |
| Oct. | Chicoora..... | Am. sc..... | 35 | Baltimore, Md..... | No dam- age. | Ballast..... | 1 | Fell overboard at night. | |

TABLE 64.—*Freaks and Casualties on and near the Coast and on the Rivers of the United States, &c.—Continued.*

(1) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether result- ing in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|--------------------------|------------------------|-------|---------------------|------------------------|---|---------------------|--------------------------|--|--|
| 1885. | | | | | | | | | | |
| Oct. 2 | St. Nicholas | Am. str. | 380 | Fernandina, Fla. | Savannah, Ga. | No dam- age. | Miscellaneous | 1 | Cumberland Sound, Ga. | Jumped overboard. |
| Oct. 2 | Ceres | do | 202 | San Francisco, Cal. | Colusa, Cal. | do | Ballast | 1 | Sacramento River, Cal. | Walked overboard while asleep. |
| Oct. 3 | Gen'l Chas. H. Tompkins. | do | 357 | Pierre, Dak. | Ft. Bennett, Dak. | do | Coal | 1 | Above Pierre, Dakota, Missouri River. | While drawing a bucket of water, lost his bal- ance and fell over- board. |
| Oct. 4 | William H. Gardner. | do | 174 | Port Johnson | Pickensville, Ala. | do | Ballast | 1 | Tombigbee River, Ala. | Fell overboard. |
| Oct. 5 | Ella Powell | Am. sc | 141 | Port Johnson | Norwich, Conn. | do | Coal | 1 | New London, Conn., Long Island Sound. | Struck by mainsheet and died the next day. |
| Oct. 5 | Arctic | do | 185 | Chicago, Ill. | Muskegon, Mich. | do | Ballast | 1 | Nine miles north of South Haven, Mich., Lake Michigan. | Fell overboard while reefing mainsail. |
| Oct. 6 | Verona | do | 728 | Ashtabula, Ohio | Toledo, Ohio | do | do | 1 | Ashtabula, Ohio, Lake Erie. | Fell overboard while loosing flying jib. |
| Oct. 12 | Walter Clyde | do | 9 | Oxford, Md. | Oyster grounds | do | do | 1 | Town Creek, Md., Ches- apeake Bay. | Capsizing of yawl. |
| Oct. 12 | Fannie Campbell | Br. sc | 345 | Chicago, Ill. | South Hampton, Ont. | do | do | 1 | Off Racine Point, Lake Michigan, Mich. | Fell from yard, struck rail, and went over board. |
| Oct. 13 | Annie H. Smith | Am. ship | 1,054 | Hong-Kong, China | New York City | do | do | 1 | At sea | Falling from aloft to deck. |
| Oct. 14 | Abbie H. Gheen | Am. sc | 267 | Petersburg, Va. | Philadelphia, Pa. | do | Railroad iron | 1 | Philadelphia, Pa., Dela- ware River. | Fell overboard. |
| Oct. 19 | Admiral D. D. Porter. | Br. sc | 241 | Port Huron, Mich. | Cruising | Partial. | Ballast | 1 | Off Port Huron, Mich., Lake Huron. | Scalded by escaping steam. |
| Oct. 19 | Charles F. Minch | Am. sc | 368 | Alpena, Mich. | Chicago, Ill. | No dam- age. | Lumber | 1 | Off Manitow Island, Mich., Lake Michigan. | Fell overboard from masthead. |
| Oct. 19 | American Boy | do | 183 | Clarrack, Alaska | San Francisco, Cal. | do | do | 1 | At sea | Fell overboard while furl- ing jib. |
| Oct. 26 | Clarrissa Allen | do | 108 | Taunton, Mass | Perth Amboy, N.J. | do | Ballast | 1 | do | Fell or jumped over- board. |
| Oct. 29 | Sophie Krans | do | 622 | Boston, Mass | Norfolk, Va. | do | do | 3 | do | Fell overboard while furl- ing flying jib. |

| Oct. | 30 | George B. Sloan |do..... | 314 | Ogdensburg, N.Y. | Oswego, N.Y. | Total |do..... | 1 | Oswego, N.Y. |do..... | One person was in the cabin when the schooner struck the breaker water and sunk. |
|------|----|---------------------|--------------|-----|---------------------------------|-----------------------|------------|------------------------|----|--|--|--|
| Oct. | 1 | Bertha | Am. bark | 365 | Sand Key, Turk's Island | Boston, Mass | do | Salt | 13 | At sea | Missing. | |
| Oct. | 1 | Gracie N. | Am. sc. | 415 | New York City | Charleston, S.C | do | Fertilizers | 7 | do | Do. | |
| Nov. | 1 | Frank Moffat | Am. str. | 123 | Port Huron, Mich. | Tonawanda, N.Y. | do | Ballast | 5 | Southern, Ont., St. Clair River | Explosion of boiler. | |
| Nov. | 3 | Henry G. Ely | Am. sc. | 117 | Winston, N.C. | Washington, D.C | No damage. | Lumber | 1 | Albemarle and Chesapeake Canal. | Fell overboard from rigging while setting up stays. | |
| Nov. | 3 | Pioneer | Am. str. sp. | 812 | Philadelphia, Pa. | Richmond, Va | do | Merchandise | 1 | Delaware River | Fell through hatchway. | |
| Nov. | 5 | Eva | Am. sc. | 100 | Walkerton, Va. | Baltimore, Md | do | Ballast | 1 | Chesapeake Bay | Fell overboard from deck-load of lumber. | |
| Nov. | 5 | R. R. Thompson | Am. str. | 912 | Portland, Ore. | Astoria, Ore. | do | Grain | 1 | Walker's Island Bar, Ore., Columbia River. | Slipped overboard (supposed). | |
| Nov. | 5 | Melancthon | Am. bkne. | 298 | Gray's Harbor, Wash. | San Francisco, Cal | do | Lumber | 1 | A sea | While furling jib in a gale was washed overboard. | |
| Nov. | 7 | W. D. Chipley | Am. str. | 273 | Columbus, Ga. | Annapolichicola, Fla. | do | Cotton and merchandise | 1 | Fort Gaines, Ga., Chattahoochee River. | Fell overboard at night. | |
| Nov. | 7 | Little Charlie | Am. sc. | 29 | Greenport, N.Y. | Portland, Conn. | Partial | Ballast | 1 | Essex, Conn., Connecticut River. | Fire. | |
| Nov. | 7 | R. B. King | do | 83 | Chicago, Ill. | Muskegon, Mich. | Total | do | 2 | Muskegon, Mich., Lake St. Clair. | Fire. | |
| Nov. | 8 | Mary J. Bond | do | 35 | Baltimore, Md. | Tangier Sound, Va | No damage. | do | 1 | Jones Creek, Chesapeake Bay, Md. | Capsizing of vessel. | |
| Nov. | 9 | John H. Ford | do | 43 | Dredging in Tangier Sound, Md. | | do | do | 1 | Off Kedges Straits, Md., Chesapeake Bay. | While attempting to swim ashore from the vessel was drowned. | |
| Nov. | 9 | Effie K. Coulbourne | do | 39 | Anchor in Baltimore Harbor, Md. | | do | do | 1 | Baltimore Harbor, Md. | Fell overboard (supposed). | |
| Nov. | 13 | Wewahitchka | Am. str. | 39 | Carysville, Fla. | Pates Landing, Ala. | do | Guanos | 1 | Chattahoochee River. | Thrown overboard by slipping of tow line. | |
| Nov. | 13 | Sancy Jane | Am. sc. | 10 | Cambridge, Md. | Oyster grounds. | Partial | Oysters | 2 | Great Choptank River, Chesapeake Bay, Md. | Capsizing of vessel. | |
| Nov. | 14 | Levin S. Melson | do | 163 | Wilmington, Del. | Palatka, Fla | No damage. | Railroad iron | 1 | Month of St. John's River, Fla. | Fell overboard. | |
| Nov. | 14 | Daisy | do | 10 | Baltimore, Md. | Ferry Cove, Md | do | Ballast | 1 | Ferry Cove, Md | Capsizing of yawl boat. | |
| Nov. | 15 | Waunita | Am. str. | 63 | Saunder, Fla. | Lake Poinsett, Fla. | do | do | 1 | St. John's River, Fla | Fell overboard. | |
| Nov. | 16 | Sierra Nevada | Am. bark | 695 | Tahiti Society Islands. | Port Townsend, Wash. | do | do | 1 | Pacific Ocean | Fell from topsail yard. | |
| Nov. | 16 | Florence Randall | Am. sc. | 741 | Providence, R. I. | Baltimore, Md | do | do | 1 | Abecorn, N. J. | Fell overboard while putting up stilt light. | |
| Nov. | 17 | William D. Ellis | Am. str. | 146 | Annapolichicola, Fla. | Columbus, Ga | do | Fish and oysters. | 1 | Annapolichicola River, Fla. | Fell overboard while intoxicated. | |
| Nov. | 19 | John Nichols | Am. sc. | 43 | Baltimore, Md. | | do | Ballast | 3 | Patuxent River, Md | Fell overboard while engaged in a scuffle. | |

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.—Continued.*

(4) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|------------------|------------------------|-------|-----------------------------|------------------------|---|------------------|-----------------------|-----------------------------------|---|
| 1885. Nov. 21 | Atlantic | Am. str. | 267 | Cincinnati, Ohio | Pittsburgh, Pa. | Partial. | Ballast | 1 | Near Neville, Ohio, Ohio River. | Fire. |
| Nov. 21 | T. W. Dunn | Am. sc. | 707 | New Orleans, La. | Providence, R. I. | No damage. | do | 1 | Mouth of Mississippi River, La. | Fell overboard. |
| Nov. 22 | Gertie E. Foster | do | 84 | Gloucester, Mass. | Grand Banks | do. | do | 1 | At sea. | Capsizing of dory. |
| Nov. 23 | Columbia | do | 80 | Albion, Cal. | Point Arguello, Cal. | Partial. | Lumber | 1 | do | Swept overboard by a heavy sea. |
| Nov. 23 | Pactolus | Am. ship | 1,205 | Kobe, Japan | New York City | No damage. | Ballast | 1 | do | Fell overboard. |
| Nov. 23 | Rival | Am. sc. | 130 | Hoboken, N. J. | Bath, Me. | Partial. | Coal | 1 | Off Cape Cod, Mass. | Lost overboard in a gale. |
| Nov. 26 | Crescent City | Am. str. | 297 | San Francisco, Cal. | Crescent City, Cal. | No damage. | Merchandise | 1 | Crescent City Harbor, Cal. | Swamping of small boat. |
| Nov. 27 | Charles Dennis | Am. ship | 1,710 | New York City | Melbourne, Australia. | Partial. | Miscellaneous | 1 | At sea | Lost overboard in a gale. |
| Nov. 27 | Pax | Ger. ship | 689 | Hamburg, Germany. | Charleston, S. C. | Total. | Ballast | 1 | At sea | Capsizing of vessel. |
| Nov. 28 | Welake | Am. str. | 209 | Jacksonville, Fla. | Sanford, Fla. | No damage. | General | 1 | St. John's River, Fla. | Fell overboard from guards while handling flues. |
| Nov. 29 | Mary E. Simmons | Am. sc. | 105 | Faya, Azores Isl. and | Whaling cruise | Partial. | Sperm oil | 6 | Near Cape Verde Isl. and | Boat and men carried down while fast to a whale (supposed). |
| Nov. — | Lizzio Merrill | do | 62 | Port Townsend, Wash. | Guaymas, Mexico. | Total. | Lumber | 4 | At sea. | Capsizing of vessel during a hurricane. |
| Dec. 1 | Delay Andrus | Am. ferry boat. | 121 | Lynk at Portland, Ore. | Boston, Mass. | No damage. | Ballast | 1 | Portland, Ore., Willamette River. | Fell overboard while crazed by drink. |
| Dec. 3 | William Phillips | Am. bark. | 592 | Iloilo, Philippine Islands. | Boston, Mass. | do | Sugar | 1 | At sea. | Lost overboard in a gale. |
| Dec. 3 | Doris Emory | Am. str. | 37 | New York City | Granville Creek, N. J. | Total. | Ballast | 4 | New York Harbor. | Explosion of boiler. |
| Dec. 5 | Water Lily | Am. str. | 95 | New York City | New York City | No damage. | do | 3 | Raritan Bay, N. J. | Knocked overboard by jib-sheet. |
| Dec. 5 | Emma Bridges | Am. sc. | 294 | Jacksonville, Fla. | New York City | Partial. | Lumber | 1 | At sea. | Lost overboard in a gale. |
| Dec. 6 | Warren E. Potter | do | 303 | Lying at Baltimore, Md. | Baltimore Harbor, Md. | No damage. | Ballast | 1 | Baltimore Harbor, Md. | Fell through hatchway. |

| | | | | | | | | | |
|---------|----------------------|-----------------|--------|-------------------------------|-------------------------|---------------------|---|---|--|
| Dec. 7 | Lily | Am. str. | 80 | Vashon Island, Wash. | Seattle, Wash. | do | 1 | Seattle, Wash. | Fell overboard. |
| Dec. 7 | George Aery | Am. sc. | 307 | Norfolk, Va. | New Haven, Conn. | Coal | 1 | Twenty miles east of Abascoom, N. J. | Lost overboard in a gale. |
| Dec. 7 | John C. Braden | do | 30 | At anchor in Chesapeake Bay. | do | Ballast | 1 | Near Plum Point, Md., Chesapeake Bay. | Slipped on icy deck and went overboard. |
| Dec. 8 | Hudson | Am. steam-ship. | 1, 873 | New Orleans, La. | New York City | do | 1 | New York Harbor. | Killed by being crushed between vessel and dock. |
| Dec. 8 | Santa Maria | Am. str. | 345 | San Francisco, Cal. | Pismo Cal. | Produce | 1 | Pismo, Cal. | Capsizing of small boat. |
| Dec. 9 | John Nelson | Am. sc. | 45 | Baltimore, Md. | Saint Jerome Creek, Md. | Ballast | 1 | Near Point-No-Point, Md., Chesapeake Bay. | Knocked overboard by jib-sheet in a squall. |
| Dec. 9 | Relief | do | 230 | Jacksonville, Fla. | New York City | Lumber | 1 | Off Shinnecock, Long Island, N. Y. | Lost overboard in a gale at night. |
| Dec. 10 | William and Richard | do | 253 | Boston, Mass. | Charleston, S. C. | Merchandise | 1 | At sea. | Lost overboard while furling jib. |
| Dec. 14 | Alice M. Minott | Am. ship | 1, 094 | New Orleans, La. | Havre, France | Ballast | 1 | do | Fell overboard while capsizing of dory while tending trawls. |
| Dec. 17 | Lizzie Griffin | Am. sc. | 106 | Ilali Fa Nova Scotia. | Fishing | do | 3 | do | Fell overboard. |
| Dec. 18 | Eastern Star | Am. brig. | 233 | Demarara, South America. | New York City | Sugar | 1 | do | Washed overboard in a gale. |
| Dec. 19 | Lillian Baxter | Am. sc. | 96 | Gloucester, Mass. | Grand Banks | Fish | 1 | do | Fell from topsail-yard and sunk. |
| Dec. 19 | Commerce | Am. bark. | 471 | New York City | Mobile, Ala. | Ballast | 1 | do | While passing from steamer to barge in tow, fell overboard. |
| Dec. 19 | Louise | Am. str. | 105 | Galveston, Tex. | Clinton, Tex. | do | 1 | Galveston Bay, Tex. | While throwing lead, slipped and went overboard. |
| Dec. 19 | Dezzie B. Onslow | Am. sc. | 28 | Manokin River, Md. | Norfolk, Va. | do | 1 | Chesapeake Bay. | Fell overboard. |
| Dec. 22 | Emily Washington | do | 39 | Dredging in Chesapeake Bay. | do | do | 1 | Two miles below Cedar Point, Md., Chesapeake Bay. | Lost overboard in a gale. |
| Dec. 24 | Jose D. Bueno | Am. bark | 419 | Caiabarien, Cuba. | New York City | do | 1 | At sea. | Lost overboard at night. |
| Dec. 25 | City of Jacksonville | Am. sc. | 351 | Baltimore, Md. | Jacksonville, Fla. | Merchandise | 1 | Chesapeake Bay. | Do. |
| Dec. 25 | Hannah F. Carleton | do | 225 | Manzanillo, Cuba | New York City | Mahogany and cedar. | 1 | At sea. | Do. |
| Dec. 25 | Albino | Am. str. | do | do | do | Ballast | 1 | Fulton, Tenn., Mississippi River. | Fell overboard. |
| Dec. 25 | Auburndale | Am. bark | 628 | Portland, Me. | Rosario, S. A. | Lumber | 4 | At sea. | Washed overboard in a heavy gale. |
| Dec. 26 | Jumbo | Am. str. | 14 | Towing in Pensacola Bay, Fla. | do | Ballast | 1 | Pensacola Bay, Fla. | Explosion of boiler. |
| Dec. 26 | Cleopatra | Am. sc. | 105 | Boston, Mass. | George's Bank | Fish | 4 | George's Bank | Washed overboard by a heavy sea. |
| Dec. 27 | Hudson | Am. steam-ship. | 1, 873 | New Orleans, La. | New York City | Cotton, sirup, &c. | 1 | At sea. | Lost overboard in a gale. |
| Dec. 29 | Ambition | Am. str. | 35 | New York City | Long Island Sound | Ballast | 1 | Hell Gate, N. Y. | Explosion of boiler. |

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.—Continued.*

(4) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|-------------------|------------------------|-------|-----------------------------|--------------------|---|-------------------------|-----------------------|---|--|
| 1886. Jan. 5 | Frank N. Thayer | Am. ship | 1,648 | Manila, Philippine Islands. | New York City | Total | Hemp | 7 | At sea | Mutiny by two coolies, who killed five of the crew; one of them having been shot and killed by the captain and the other being pursued, set fire to the vessel and jumped overboard. |
| Jan. 6 | Nannie Gertrude | Am. slp | 31 | Baltimore, Md. | Tangier Sound, Md. | No damage. | Ballast | 1 | Off Poplar Island, Md., Chesapeake Bay. | Fell overboard while intoxicated. |
| Jan. 7 | Maggie Harper | Am. str. | 154 | Wallisville, Tex. | Galveston, Tex. | do | do | 1 | Sixteen miles above Louisville, Ky., Ohio River | Fell overboard. |
| Jan. 7 | Oranzoff | Am. slp | 6 | Wallisville, Tex. | Galveston, Tex. | Total | Lumber | 1 | Two miles northwest from Polican Island, Tex. | Capsizing of vessel in a squall. |
| Jan. 8 | G. T. Atkinson | Am. sc. | 7 | Choptank River, Md. | Baltimore, Md. | No damage. | Ballast | 1 | Patapasco River, Md. | Slipped and fell overboard. |
| Jan. 8 | Nellie W. Howlett | do | 568 | Charleston, S. C. | do | do | do | 1 | Chesapeake Bay | Fell overboard. |
| Jan. 8 | Robert Mowe | Am. brig. | 172 | Demerara, British Guiana. | New York City | do | Sugar | 2 | At sea | Washed overboard. |
| Jan. 8 | Hattie E. Moore | Am. str. | 194 | Fairfield, Ala. | Mobile, Ala. | do | Ballast | 1 | Tombigbee River, Ala. | Fell overboard while at work cutting ice from the guards. |
| Jan. 9 | Lizzie Babcock | Am. sc | 530 | Philadelphia, Pa. | Salem, Mass. | do | Coal | 1 | Boston Bay, Mass. | Lost overboard in a gale. |
| Jan. 9 | Prescott Hazelton | do | 385 | Belfast, Md. | Jacksonville, Fla. | Partial | Ice and lime | 1 | At sea | Do. |
| Jan. 9 | Elliot B. Church | do | 338 | Baltimore, Md. | Providence, R. I. | Total | Coal | 9 | do | Knocked overboard by jib-boom. |
| Jan. 9 | Sallie Ann | do | 31 | Poplar Island, Md. | do | No damage. | Oysters | 1 | Off Poplar Island, Md., Chesapeake Bay. | Fell overboard while intoxicated. |
| Jan. 10 | Neptune | Am. steam-ship | 146 | New Orleans, La. | do | do | Ballast | 1 | Below New Orleans, La., Mississippi River. | Fell overboard while intoxicated. |
| Jan. 10 | Anna T. Ebenor | Am. sc | 498 | New York City | Hayti, W. I. | do | do | 1 | Cardenas Bay, Cuba. | Capsizing of yawl-boat. |
| Jan. 10 | Lizzie May | do | 201 | New York City | Hayti, W. I. | Partial | Lumber and merchandise. | 2 | At sea. | Washed overboard in a heavy gale at night. |
| Jan. 12 | Endeavor | Am. bark | 422 | Portland, Me. | Barbadoes, W. I. | No damage. | Shooks. | 2 | do | Washed overboard from jib-boom in a gale. |

| | | | | | | | | | | |
|---------|--------------------|-------------|-------|-----------------------------|---------------------------|------------|---------------------|---|---|--|
| Jan. 12 | Nellie Swift | Am. so. | 134 | Boston, Mass | George's Bank | do | Flash | 1 | George's Bank | Kicked overboard while furling mainsail. Missing. Supposed lost January 13, 1886, in a gale. |
| Jan. 13 | Setagawa | do | 108 | Vineyard Haven, Mass. | Portland, Me | Total | Coal | 4 | At sea | Missing. Supposed lost January 13, 1886, in a gale. |
| Jan. 17 | Alice M. Strouple | do | 94 | Liverpool, Nova Scotia | Grand Banks | No damage. | Balloon | 2 | Grand Banks | Lost while tending trawls. |
| Jan. 18 | Laurence Haines | do | 257 | New York City | Boston, Mass | Partial | Coal | 1 | Nantucket Shoal, Mass | Fell overboard while jibbing spunket. |
| Jan. 18 | Medoc | Amr. str. | 66 | Pittsburgh, Pa | | | Balloon | 1 | Pittsburgh, Pa., Allegheny River. | Explosion of boiler. |
| Jan. 18 | Ranger | U. S. Navy | | | | | do | 1 | Edwards Bay, Lower California | Explosion of boiler. |
| Jan. 21 | Thronateska | Am. str. | 384 | Appalachicola, Fla. | Columbus, Ga | do | Merchandise | 1 | Chattahoochee Fla., Apalachicola River. | Capizing of whale-boat. |
| Jan. 23 | Notice | Am. so. | 67 | Cutler, Me. | Brown's Bank | do | Balloon | 1 | Brown's Bank, off Nova Scotia. | Fell overboard. |
| Jan. 23 | Edna | Am. str. | 20 | Lake Charles, La | Catacousa Lake, La. | Partial | do | 1 | Catacousa River, La. | Explosion of boiler. |
| Jan. 23 | Jennie A. Timbs | Am. so. | 30 | Baltimore, Md. | Great Wicomico River, Va. | No damage. | do | 1 | Off Shark's Island, Md., Chesapeake Bay. | Fell overboard. |
| Jan. 23 | John H. Sterrett | Am. str. | 29 | Houston, Tex. | Galveston, Tex | do | do | 1 | Buffalo Bayou, Tex. | Supposed to have fallen overboard while making line fast to barge in tow. |
| Jan. 24 | Carolina | Piledriver | 22 | Lying at Charleston, S. C. | | do | do | 1 | Charleston, S. C. | Fell overboard while intoxicated. |
| Jan. 25 | Viola Reppard | Am. so. | 407 | Cienfuegos, Cuba | Philadelphia, Pa. | Partial | Sugar and molasses. | 3 | Off Cape Hatteras, N. C. | Washed off the jib-boom by a heavy sea. |
| Jan. 28 | S. F. Miles | do | 59 | Baltimore, Md. | Kedge's Straits, Md. | No damage. | Balloon | 1 | Above Holland's Island Cove, Md., Chesapeake Bay. | Slipped and fell overboard while furling jib. |
| Jan. 29 | Fanny Belle | do | 84 | Ragged Island, Nova Scotia | Western Bank | do | do | 2 | LaHave Bank, Nova Scotia. | Capizing of dory while tending trawls. |
| Feb. 1 | Sam. W. Thomas | do | 24 | Dredging in Pocomac River. | New York City | do | do | 1 | Near Piney Point, Md., Potomac River, N. J. | Thrown overboard while dredging for oysters. |
| Feb. 2 | Emily A. Bartle | do | 204 | Virginia | | do | do | 1 | Off Ocean Grove, N. J. | Fell from jib-boom. |
| Feb. 2 | John L. Luddington | do | 36 | Dredging in Chesapeake Bay. | | do | do | 1 | Month of Eastern Bay, Md., Chesapeake Bay. | In rising from a stooping position came in contact with a dredge rope and fell overboard. |
| Feb. 2 | Ira B. Cothell | Am. at. sp. | 57 | New Orleans, La. | Bayou Macon, La. | do | do | 1 | Bayou Sara, La., Mississippi River. | Fell overboard, supposed. |
| Feb. 5 | Cheesebrough | Am. ship | 1,507 | Acapulco, Mexico. | Astoria, Ore. | do | do | 1 | At sea. | Fell from upper deck through hatchway. |
| Feb. 8 | Charles H. Daiger | Am. so. | 61 | Baltimore, Md. | Great Wicomico River, Va. | do | do | 1 | Potuxent River, Md., Chesapeake Bay. | Broke through the ice while trying to walk ashore. |
| Feb. 12 | Amos Hays | Am. str. | 236 | Appalachicola, Fla | Columbus, Ga | do | Merchandise | 1 | Columbus Ga., Chattahoochee River. | Fell overboard, supposed. |
| Feb. 14 | Mariposa | do | 3,188 | Honolulu, Hawaii | San Francisco, Cal. | do | Sugar | 4 | Outer channel at Honolulu. | Collapsing of boiler tubes. |

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.*—Continued.

(4) OTHER CAUSES.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether result or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|-------------------|------------------------|-------|---------------------|-------------------|---------------------------------|-----------------------------|-----------------------|---|---|
| 1898. | | | | | | | | | | |
| Feb. 16 | A. R. Crittenton | Am. sc. | 86 | Gloucester, Mass. | George's Bank | No dam- age. | Ballast. | 1 | At sea | Thrown overboard while furling sail. |
| Feb. 16 | Welcome | do | 61 | do | do | do | Ballast. | 1 | do | Knocked overboard by the main gaff. |
| Feb. 17 | Jolauthe | do | 74 | Boston, Mass. | do | do | do | 2 | George's Bank | Thrown overboard while furling jib. |
| Feb. 21 | Bladen | Am. str. | 174 | Fayetteville, N. C. | Wilmington, N. C. | Partial. | Cotton and naval stores. | 1 | Wilmington, N. C., Cape Fear River. | Fire. |
| Feb. 23 | George S. Tarbell | Am. sc. | 525 | Booth Bay, Mo. | Washington, D. C. | No dam- age. | Ice | 1 | Vineyard Haven, Mass. | Fell from aloft to deck while furling sails. |
| Feb. 25 | Anne Lord | do | 287 | Cardenas, Cuba | Philadelphia, Pa. | Partial. | Molasses | 1 | At sea | Lost overboard in a bur- ricane. |
| Feb. 25 | Maynard Sumner | Am. str. | 384 | Jacksonville, Fla. | New York City | do | Lumber | 1 | Off Winter Quarter | Do. |
| Feb. 26 | Florence N. Tower | Am. sc. | 176 | Boston, Mass. | Charleston, S. C. | Total. | Lime | 1 | Shoals, Va. | Fire. |
| Feb. 28 | Sarah M. Jacobs | do | 89 | Gloucester, Mass. | George's Bank | Partial. | Ballast | 2 | At sea | Washed overboard by a heavy sea. |
| Feb. 27 | Eliza R. | do | 72 | do | do | No dam- age. | do | 1 | George's Bank | Do. |
| Feb. 27 | Pendragon | do | 72 | do | do | do | do | 1 | At sea | Do. |
| Feb. 27 | Charles S. Tappan | do | 72 | do | do | do | do | 1 | At sea | Struck by a heavy sea and washed overboard. |
| Feb. 27 | Hyperton | Am. brig. | 306 | Havana, Cuba | New York City | Partial. | Sugar | 1 | do | Washed overboard in a heavy gale. |
| Feb. — | Munkoo | Am. sc. | 90 | Washington, D. C. | Philadelphia, Pa. | Total. | Lumber | 4 | do | Missing. |
| Feb. — | Batavia | Am. bark | 661 | Havana, Cuba | Honolulu, Mass. | do | Sugar | 12 | do | Do. |
| Feb. — | Kito | do | 673 | Baltimore, Md. | New York City | do | do | 9 | do | Do. |
| Mar. — | Georgians | Am. sc. | 23 | Cedar Point, Md. | Baltimore, Md. | No dam- age. | Ballast. | 2 | Patuxent River, Md., Chesapeake Bay. | Capsizing of small boat. |
| Mar. 1 | Joseph and John | Am. slip | 21 | Saint James, S. C. | Charleston, S. C. | do | Wood | 1 | Cooper River, S. C. | Slipped and fell over- board. |
| Mar. 1 | Jeanie Wand | Am. sc. | 173 | San Francisco, Cal. | Astoria, Oreg. | do | Ballast. | 1 | At sea | Fell from main gaff to deck. |

| | | | | | | | | | | | |
|---------|-------------------|-----------|-----|------------------------|---------------------|--------------|---------------------------|----|----|--|--|
| Mar. 2 | Mary Sprague | Am. do | 650 | Friendship, Me | New Orleans, La. | do | do | do | 1 | Off Cape Cod, Mass. | Washed overboard in a gale. |
| Mar. 2 | Aberdeen | Am. do | 70 | Gloucester, Mass | George's Bank | do | do | do | 1 | George's Bank | Fell overboard. |
| Mar. 4 | Daisy | Am. do | 11 | Baltimore, Md | Choptank River, Md. | do | do | do | 1 | Off Tighman's Island, Md., Chesapeake Bay. | Missed the vessel in attempting to reach it from the shore in a small boat. Threedays afterwards was found dead in the boat, which had drifted ashore. |
| Mar. 5 | Blue Wing | Am. str. | 112 | Frankfort, Ky. | Louisville, Ky. | do | do | do | 1 | Kentucky River. | Shipped overboard. |
| Mar. 5 | Nelle | Am. do | | Snodmish River, | Seattle, Wash. | do | do | do | 1 | Snodmish River, Wash. | Scalded by steam. |
| Mar. 6 | Worden and Evans | Am. sc | 86 | Wilmington, N. C. | Washington, D. C. | Total | Shingles | | 5 | At sea. | Missing. |
| Mar. 7 | Flying Scud | Am. do | 66 | Gloucester, Mass. | George's Bank | No dam- age. | Ballast | | 1 | George's Bank. | Washed overboard by a heavy gale. |
| Mar. 7 | Katie | Am. str. | 709 | Augusta, Ga. | Savannah, Ga. | do | Cotton and mechandise. | | 1 | Savannah, Ga. | Lost overboard. |
| Mar. 8 | Manuel R. Cuza | Am. sc | 298 | New York City | Antigua, W. I. | do | Unknown. | | 1 | At sea. | Washed overboard by a heavy gale. |
| Mar. 10 | John Markee | Am. str. | 40 | Boston, Mass. | Roundaway Bay, | Total | Ballast | | 5 | Boston Harbor, Mass. | Explosion of boiler. |
| Mar. 11 | Ike Bonham | Am. do | 79 | Vicksburg, Miss. | Charleston, S. C. | Partial. | Coal | | 6 | Bedford's Bar, La., Mississippi River. | Do. |
| Mar. 11 | Kate V. Aitken | Am. sc | 398 | Philadelphia, Pa. | San Francisco, Cal. | No dam- age. | Lumber | | 1 | Bothe's Island, N. C. | Lost overboard in gale at night. |
| Mar. 11 | Cowlitz | Am. bark | 779 | Port, Gambler, Wash. | San Francisco, Cal. | do | Unknown. | | 1 | At sea. | Fell overboard from jib-boom. |
| Mar. 11 | Minnie Abbie | Am. brig. | 344 | Manzanillo, Cuba. | Boston, Mass. | do | Charcoal. | | 1 | do. | Fell overboard. |
| Mar. 11 | C. H. Frazier | Am. sc | 22 | Biloxi River, Miss. | New Orleans, La. | Partial. | Ballast | | 3 | Near Saint Joseph Light, Mississippi Sound. | Capsizing of vessel. |
| Mar. 12 | Henry B. Gibson | Am. do | 95 | Norfolk, Va. | Baltimore, Md. | No dam- age. | Railroad iron and lumber. | | 1 | Off Annapolis, Md. | Knocked overboard by jibbing of fore-boom. |
| Mar. 15 | Beda | Am. str. | 371 | Columbia River | San Francisco, Cal. | Total | Ballast | | 11 | At sea. | Missing. |
| Mar. 16 | Rebecca Caruana | Am. bark | 467 | Matanzas, Cuba | Catharin, Cuba | No dam- age. | do | | 1 | Entrance of Calbarien, Cuba. | Lost overboard from bow of vessel while attending to anchor. |
| Mar. 17 | Alice M. Strouple | Am. sc | 94 | Lockport, Nova Scotia. | Grand Banks | do | do | | 1 | Grand Banks | Capsizing of dory. |
| Mar. 24 | Oseola | Am. str. | 87 | Silver Spring, Fla. | Palatka, Fla. | do | do | | 1 | Saint John's River, Fla. | Vessel struck a tree causing a limb to fall, killing a passenger. |
| Mar. 25 | Anne Lord | Am. sc | 287 | Cardenas, Cuba | Philadelphia, Pa. | Partial | Molaasses | | 1 | Off Hatteras, N. C. | Lost overboard in a gale. |
| Mar. 26 | Telegraph | Am. str. | 854 | Cincinnati, Ohio | Pomeroy, Ohio | do | Miscellaneous | | 1 | Five miles below Portsmouth, Ohio, Ohio River. | Bursting of steam-pipe. |
| Mar. 26 | C. M. Gilmore | Am. sc | 43 | Saint George, Me. | Portland, Me. | No dam- age. | Ballast | | 1 | Near Cape Small Point, Me. | Lost overboard. |

TABLE 64.— *wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c—Continued.*
(4) OTHER CAUSES.—Continued.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|-------------------|------------------------|-------|---------------------|---------------------|---|-----------------------------|-----------------------|--|---|
| 1886, Mar. 30 | Cecil H. Low | Am. sc. | 75 | Gloucester, Mass. | Western Bank | No damage. | Ballast | 2 | Western Bank | Four men having left the vessel in a dory to tend trawls, were unable to find their way back on account of fog. Two died from hunger and cold, the others landing at Cape Breton having been 7 days without food or water. Vessel struck bridge and suddenly sank, two of the crew being drowned before escape could be made. |
| Mar. 30 | Mary Lewis | Am. ship. | 167 | New Iberia, La. | Morgan City, La. | Partial. | Sugar, molasses, and hides. | 2 | Atchafalaya River, La. | Explosion of boiler. |
| Mar. 30 | E. H. Barmore | Am. str. | 171 | Brahear, La. | Pattersonville, La. | do | Lumber and merchandise. | 5 | do | One was lost by capsizing of yawl; the other fell overboard. |
| Apr. 2 | Blue Wing | do | 112 | Louisville, Ky. | Frankfort, Ky. | No damage. | Ballast. | 2 | Kentucky River | While oiling the engine, which was in motion, fell into the crank pit and was killed. |
| Apr. 4 | Mexico | Am. st. sp. | 1,341 | San Francisco, Cal. | Alaska | do | do | 1 | Portland, Oreg., Willamette River. | Caught by sheet and thrown overboard in a gale. |
| Apr. 10 | Genevieve | Am. sc. | 573 | do | do | do | do | 1 | At sea | Knocked overboard by a gale. |
| Apr. 16 | Edmund Phinney | Am. bark | 751 | Pisagua, S. A. | New York City | do | Nitrate soda. | 1 | do | Fell overboard. |
| Apr. 18 | Gem | Am. sc. | 120 | Klawack, Alaska | San Francisco, Cal. | do | Lumber. | 1 | Ten miles off Klawack, Alaska. | Do. |
| Apr. 20 | City of Nashville | Am. str. | 319 | Nashville, Tenn. | do | do | Unknown. | 1 | Twenty miles above Nashville, Tenn., Cumberland River. | Do. |
| Apr. 23 | Stephen Hopkins | Am. sc. | 30 | York River, Va. | Baltimore, Md. | do | Ballast. | 1 | Off Dividing Creek, Va., Chesapeake Bay. | Do. |

| | | | | | | | | | | | |
|---------|---------------------|--------------------------------|-------|-------------------------|----------------------|-----------|----|-----------------------|---|----|---|
| Apr. 23 | Dashing Wave | Am. ship | 1,054 | San Francisco, Cal | Port Townsend, Wash. | do | do | do | At sea | 1 | Fell overboard from aloft. |
| Apr. 25 | Joseph S. Spinney | do | 1,989 | New York City | Yokohama, Japan | do | do | Oil | do | 1 | Fell overboard from rail. |
| Apr. 23 | John G. Fletcher | Am. str. | 80 | Shreveport, La. | Garland City, Ark. | do | do | Merchandise | Collins Bluff, Ark., Red River. | 1 | Walked overboard while asleep |
| Apr. 27 | James Boyce, Jr. | Am. sc. | 730 | New York City | | do | do | Unknown | | 1 | Slipped and fell overboard. |
| Apr. 28 | David Macy | do | 193 | Grand Haven, Mich. | Chicago, Ill. | do | do | Ballast | | 1 | Fell overboard. |
| Apr. 29 | Charles P. Steckney | do | 179 | Chickahominy River, Va. | Philadelphia, Pa. | do | do | Railroad ties | | 1 | Do. |
| Apr. — | Acadia | Am. str. | 377 | Port Antonio, Jamaica | Baltimore, Md. | Total | do | Fruits | At sea. | 16 | Missing. |
| Apr. — | Artieis | Am. sc. | 80 | Key West, Fla. | Appalachicola, Fla. | do | do | Ballast | | 6 | Do. |
| May 1 | Assumption | Am. str. | 238 | New Orleans, La. | Lockport, La. | Nondamage | do | do | Bayou La Fourche, La. | 2 | Fell overboard from stage. |
| May 2 | Dahlia | U.S. steam light house tender. | 333 | | | do | do | do | Saint Clair Flats, Mich. | 1 | While being lowered in boat was thrown overboard by the breaking of forward davit tackle. |
| May 2 | Mary E. Dana | Am. brig. | 219 | Ponce, Porto Rico | Norwich, Conn. | Partial | do | Molasses | At sea | 1 | Fell from aloft to deck. |
| May 5 | Mary C. | Am. sc. | 61 | Great Egg Harbor, N. J. | New York City | do | do | Charcoal | Arrest of Ocean City. | 1 | Slipped from rigging and fell overboard. |
| May 9 | John G. Fletcher | Am. str. | 80 | Shreveport, La. | Garland City, Ark. | do | do | Merchandise | Red River, La. | 1 | Do. |
| May 10 | Buckeye State | Am. sc. | 519 | Cleveland, Ohio | Saginaw, Mich. | do | do | Ballast | South Saginaw, Saginaw River, Mich. | 1 | Fell overboard. |
| May 11 | Eluel | Am. str. | 535 | Savannah, Ga. | Cohen's Bluff, Ga. | do | do | Merchandise | Savannah River, Ga. | 1 | Do. |
| May 11 | Eliou M. Adams | Am. sc. | 86 | New York City | Fishing | do | do | Ballast | Off Cape Henlopen, Del. | 1 | Knocked overboard by fall in boom. |
| May 18 | Harry G. French | do | 100 | do | do | do | do | Wheat and merchandise | New Albany, Ore. | 1 | Fell overboard. |
| May 19 | Isabel | Am. str. | 158 | Portland, Ore. | Corvallis, Ore. | do | do | Unknown | Southwest of South Manitow Island, Lake Michigan. | 1 | Do. |
| May 22 | Annie Young | do | 1,067 | Detroit, Mich. | Milwaukee, Wis. | do | do | do | Jumped overboard while intoxicated. | 1 | Fell overboard. |
| May 22 | Lotus No. 2 | do | 231 | Mobile, Ala. | Selma, Ala. | do | do | do | Alabama River | 1 | Fell overboard. |
| May 24 | Mary A. Trandy | Am. sc. | 426 | Boston, Mass. | Galveston, Tex. | do | do | do | At sea | 1 | Fell from jib boom while furling sail. |
| May 27 | James Guthrie | Am. str. | 732 | Baltimore, Md. | Magothy River, Md. | do | do | do | Near Owensborough, Ky., Ohio River. | 1 | Fell overboard. |
| May 27 | Francis A. Hall | Am. sc. | 18 | Montague, Mich. | Chicago, Ill. | do | do | Hay | Month of Magothy River, Chesapeake Bay, Md. | 2 | Capsizing of vessel. |
| May 27 | Ingeborg M. Forrest | do | 174 | San Francisco, Cal | Alameda, Cal. | do | do | Lumber | Between Kenosha, Wis., and Waukegan, Ill. | 1 | Fell overboard. |
| May 28 | Redwood | do | 27 | Charleston, S. C. | Dab's Island, S. C. | do | do | Ballast | San Francisco Bay, Cal. | 1 | Fell overboard while intoxicated. |
| May 31 | James Jeffords | Am. slip | 22 | City of St. Paul | Hastings, Minn. | do | do | do | Beaufort, S. C. | 1 | Struck by lightning. |
| June 4 | | Am. str. | 185 | | Saint Paul, Minn. | do | do | Unknown | Merrimac, Minn., Mississippi River. | 1 | Walked overboard at night. |

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.*—Continued.

(4) OTHER CAUSES—Continued.

| Date of disaster. | Name of vessel. | Description of vessel. | Tons. | Port sailed from. | Port bound to. | Whether resulting in total or partial loss. | Nature of cargo. | Number of lives lost. | Place of disaster. | Nature of casualty. |
|-------------------|-----------------|------------------------|-------|-------------------------|------------------------|---|------------------|-----------------------|--|--|
| 1886 June 11 | San Joaquin | Am. ship | 1,637 | Calcutta, India | New York City | No damage. | General | 1 | At sea | While on stazing the rope broke and seaman went overboard. Fell overboard. Do. |
| June 11 | Lottie | Am. sc. | 216 | Providence, R. I. | Norfolk, Va. | do | Lumber | 1 | Norfolk Harbor, Va. | |
| June 11 | Rival | Am. ferry boat. | | Ludington, Mich. | Percé Marquette, Mich. | do | Ballast | 1 | Percé Marquette Lake, Mich. | |
| June 12 | Isabel | Am. str. | 167 | Corvallis, Oreg. | Salem, Oreg. | do | Miscellaneous | 2 | Willamette River, Oreg. | Capsizing of small boat. |
| June 18 | Sarah Moore | Am. sc. | 6 | Nansemond River, Va. | Norfolk, Va. | do | Ballast | 1 | Nansemond River, Va. | Knocked overboard by main boom. |
| June 22 | Financo | do | 63 | Rappahannock River, Va. | Norfolk, Va. | do | Unknown | 1 | Gloucester Harbor, Mass. | Fell overboard while fighting. |
| June 23 | Amelia M. Price | do | 58 | Rappahannock River, Va. | Philadelphia, Pa. | do | do | 1 | Near Chester, Pa., Delaware River, N. Y. | Fell overboard while walking on deck-load. |
| June 23 | Alert | Am. str. | 171 | New York City | Cincinnati, Ohio | do | Merchandise | 1 | East River, N. Y. | Fell overboard. |
| June 24 | Ohio | do | 716 | Memphis Tenn. | Cincinnati, Ohio | do | do | 1 | Mount Vernon, Ind., Ohio River. | Fell overboard while trying cattle to rail. |
| June | Edna C. | Am. sc. | 24 | Galveston, Tex. | Fishing. | do | Fish | 5 | At sea | Missing. |

TOTALS: Vessels, 376; tonnage, 86,245; total losses, 30; partial losses, 40; no damage, 206; lives lost, 476.

TABLE 65.—Summary of Wrecks and Casualties on or near the Coasts and on the Rivers of the United States and at Sea and in Foreign Waters during the year ending June 30, 1886, involving LOSS OF LIFE.

| Coasts, &c. | Foundering. | | | Strandings. | | | Collisions. | | | Other causes. | | | Totals. | | | Lives lost on vessels totally lost. | | | Lives lost on vessels partially damaged. | | | Lives lost on vessels not damaged or damage unknown. | | | Aggregate number of lives lost. | | |
|-----------------------------|-------------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|---------------|----------|-------------|----------|----------|-------------|-------------------------------------|----------|-------------|--|----------|-------------|--|----------|-------------|---------------------------------|----------|-------------|
| | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. | Vessels. | Tonnage. | Lives lost. |
| Atlantic and Gulf coasts | 9 | 2,024 | 40 | 19 | 6,998 | 68 | 5 | 691 | 7 | 8 | 177 | 18 | 41 | 0,888 | 133 | 25 | 8,154 | 04 | 16 | 1,734 | 80 | 61 | 11,033 | 73 | 104 | 20,921 | 206 |
| Pacific coast | 3 | 677 | 19 | 1 | 1,156 | 18 | 1 | 731 | 1 | 1 | 92 | 1 | 4 | 1,919 | 20 | 5 | 1,240 | 19 | 1 | 781 | 1 | 7 | 1,671 | 7 | 11 | 3,653 | 27 |
| Great lakes | 1 | 87 | 3 | 1 | 173 | 48 | ..... | ..... | 6 | 1,059 | 11 | 10 | 10 | 2,809 | 78 | 7 | 2,370 | 75 | 3 | 539 | 2 | 21 | 7,119 | 21 | 81 | 10,028 | 99 |
| Rivers | 1 | 87 | 3 | 1 | 273 | 8 | 4 | 844 | 6 | 11 | 3,047 | 21 | 17 | 4,231 | 88 | 6 | 1,630 | 15 | 12 | 2,621 | 21 | 62 | 15,287 | 66 | 79 | 18,538 | 104 |
| At sea or in foreign waters | 7 | 1,800 | 60 | 4 | 1,645 | 8 | 2 | 102 | 2 | 44 | 18,715 | 192 | 57 | 22,432 | 262 | 31 | 12,723 | 225 | 23 | 0,629 | 37 | 63 | 28,042 | 82 | 119 | 50,394 | 344 |
| Total | 20 | 4,678 | 122 | 27 | 11,243 | 150 | 12 | 2,368 | 16 | 70 | 23,090 | 243 | 129 | 41,379 | 531 | 74 | 20,125 | 428 | 55 | 15,254 | 103 | 215 | 63,135 | 249 | 344 | 104,534 | 780 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years.

ATLANTIC AND GULF COASTS.*

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Absecom Beach, N. J. | | | | 5 | | | 7 | 3 | 1 | 2 | 18 |
| Absecom Inlet, N. J. | | | | | | | | | | 2 | 2 |
| Adam's Fall Ledge, entrance to New Haven Harbor, Conn. | | 1 | | | | | | | 1 | | 1 |
| Alden Rock, (Portland Harbor approaches,) Me. | | | | | | | | | 1 | | 1 |
| Alligator Point, Fla. | | | 2 | | | | 1 | | | | 3 |
| Amagansett, Long Island, N. Y. | | | | | | | | 1 | | | 1 |
| Anastasia Island, Fla. | | | | | | 1 | | | | | 1 |
| Anchorage Island, Little Egg Harbor, N. J. | | | | 2 | 1 | | 1 | | | | 4 |
| Annisquam Light, (one-fourth mile east of,) Mass. | | 1 | | | | | | | | | 1 |
| Appalachicola, Fla. | | | | | | | | | | 6 | 6 |
| Appalachee Bay, Fla. | | | | | | | | | | 1 | 1 |
| Aransas Pass, Tex. | 1 | | 1 | | 1 | 4 | 1 | | 1 | 1 | 10 |
| Ash Island, Muscle Ridge Channel, Me. | | 1 | | | | | | | | | 1 |
| Ash Island Point, Me. | | | | 1 | | | | | | | 1 |
| Ash Point, Lark Ledges, Me. | | | | | 1 | | | | | | 1 |
| Ashley River, (mouth of,) S. C. | | | | | | 2 | | | | | 2 |
| Assateague Island, Va. | | 2 | | | | 3 | 1 | 1 | 1 | 3 | 11 |
| Assawaman Inlet, Va. | | | | | | | | 1 | 1 | | 2 |
| Atlantic City, N. J. | 1 | | 1 | | 4 | | 1 | 1 | 1 | 4 | 13 |
| Atlanticville, N. J. | | | | | | | | | | | 1 |
| Avery's Ledge, (approaching Rockport,) Mass. | 1 | | 1 | | 2 | | 1 | | 2 | | 6 |
| Back River Shoals, Chesapeake Bay, Va. | | 1 | | 3 | | | | | | 1 | 5 |
| Badger's Island, Portsmouth Harbor, N. H. | | | | | 2 | 1 | | | | | 3 |
| Baiting Hollow Beach, Long Island, N. Y. | 1 | | | | | | | | | 1 | 2 |
| Baker's Island Bar, Mount Desert, Me. | | | 1 | | | 2 | | | | | 3 |
| Baker's Island Shoals, Mass. | | | | 1 | | | 2 | | | | 3 |
| Bald Rock, Frenchman's Bay, Me. | | | | | 1 | | | | | | 1 |
| Bang's Island, Me. | | | | | | | | | 1 | | 1 |
| Bantam Ledge, Penobscot Bay, Me. | | 1 | 2 | | 1 | | | | | | 4 |
| Barancas, Fla. | | | | | 1 | | | | | | 1 |
| Barnegat, N. J. | 2 | 1 | 3 | 2 | 5 | 1 | 3 | 11 | 3 | 3 | 34 |
| Bar Harbor, Mount Desert, Me. | 1 | | | | | | | | | 1 | 2 |
| Barren Island, N. Y. | | | | | 1 | | | | | | 1 |
| Barren Inlet, N. C. | | | | | | | 1 | | | | 1 |
| Bartlett's Reef, Conn. | | 2 | 2 | | | | 1 | | | | 5 |
| Bass Harbor Bar, Me. | | | | | | 1 | | | | | 1 |
| Bass Rip, (off Sankaty Head,) Mass. | | | | | 1 | 1 | | | | | 2 |
| Bass River Breakwater, Cape Cod, Mass. | 1 | | | | | | | | | | 1 |
| Bayou La Fourche, La. | | | 1 | | | | | | | | 1 |
| Bay View, Cape Ann, Mass. | | | | | 1 | | | | | | 1 |
| Beach Haven, N. J. | | | | | | | 1 | | | | 1 |
| Beach Island Ledge, (near Fletcher's Neck,) Me. | | | | | | | 1 | | | | 1 |
| Beacon Ledge, Portsmouth, N. H. | | 2 | | | | | | | | | 2 |
| Bear Island, Me. | | | | 1 | | | | | | | 1 |
| Bearse's Shoal, Cape Cod, Mass. | | | | | | | | 3 | 1 | | 4 |
| Beaufort, N. C. | 1 | | | 4 | | 2 | | 2 | | | 9 |
| Beaufort, S. C. | | 1 | | | | | | | | | 1 |
| Beaver Tail Point, R. I. | 1 | | | | | 1 | | 1 | | | 3 |
| Bedloe's Island Reef, New York Bay | | | | 1 | 1 | | | | | | 2 |
| Bedloe's Island, (rock 1 mile west of,) New York Bay | | | | | 1 | | | | | | 1 |
| Beermore Ledge, Cape Ann, Mass. | 1 | | | | | | | | | | 1 |
| Bemo Ledges, Cape Ann, Mass. | | | | | | 1 | | | | | 1 |
| Ben Davis's Point, (shoals near,) Delaware Bay, N. J. | | | | | | 1 | | 1 | | | 2 |
| Berkley Flats, Norfolk, Va. | | | | 4 | | | | | | | 4 |
| Big Dauphin Island, Mississippi Sound, Ala. | | | | | 1 | | | | | | 1 |
| Big Kinnakeet, N. C. | | | | | | | | | 1 | 2 | 3 |
| Billingsgate Shoal, Cape Cod Bay, Mass. | | | 2 | | | | | | | 1 | 3 |
| Birch Point, Machias Bay, Me. | | | | | | | | | | 1 | 1 |
| Birch Point, (Sheepscoot River,) Me. | | | 1 | | | | | | | | 1 |
| Bird Island, Galveston Bar, Tex. | | | 1 | | | | | | | | 1 |
| Biscayne Bay, Fla. | | | | | 1 | | | | | | 1 |
| Bishop and Clerk's Shoal, Nantucket Sound, Mass. | 2 | | 1 | | | | | 1 | | | 4 |
| Bishop Rock, Narragansett Bay, R. I. | | | | | 1 | | | | | | 1 |
| Black Head, (off,) Me. | | 1 | | | | | | | | | 1 |
| Black Island, (Blue Hill Bay entrance,) Me. | | | | | | | 1 | | | | 1 |
| Black Island, (ledge near,) Casco Passage, Me. | | | | | | | 1 | | | | 1 |
| Black Island, S. C. | | | | | | | | | | 1 | 1 |
| Blackbeard Island, Ga. | | | | | | 1 | | | | | 1 |
| Black Ledge, New London, Conn. | | | | | | | | | | | 1 |
| Black Point, (rocks 3 miles west of,) Conn. | 1 | | | 1 | | | | | | | 2 |

*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Black Rock Channel, Boston Harbor, Mass. | | | | | | 1 | | | | | 1 |
| Black Rock, New London, Conn. | 2 | | | | | | 1 | | | | 3 |
| Black Rock, Newburyport, Mass. | | | 1 | | | | | | 1 | | 2 |
| Black Rock, Rye Beach, N. H. | | | | 1 | | | | | | | 1 |
| Black Rock, West Quoddy Bay, Me. | | | | | 1 | | | | | | 1 |
| Black Rocks, (York River,) Me. | | | | | | 1 | | | | | 1 |
| Black Rocks, (Sheepscot River approaches,) Me. | | | | | | | | | 1 | | 1 |
| Blackwell's Island, N. Y. | | 1 | | | | 3 | 1 | 2 | | 1 | 9 |
| Black Walnut Bar, Chesapeake Bay, Md. | | | | 1 | | | | 1 | | | 1 |
| Block Island, R. I. | 1 | 4 | | | 1 | 6 | 7 | 4 | | | 23 |
| Block Island, (Clay Head Point,) R. I. | | | 1 | | | | | | | 1 | 2 |
| Block Island, (Grove Point,) R. I. | | | | 1 | 1 | | | | | | 2 |
| Block Island Breakwater, R. I. | | | | 1 | | 1 | | | 1 | 1 | 4 |
| Block Island, (east side,) R. I. | | | | | | | | | 4 | | 4 |
| Block Island, (northeast end of,) R. I. | | | 1 | | | | | | | 1 | 2 |
| Block Island, (northwest shore of,) R. I. | | | | 1 | | | 1 | | | | 2 |
| Block Island, (southeast point of,) R. I. | | 1 | | | | | | | | | 1 |
| Block Island, (southwest shore of,) R. I. | 2 | | 2 | | | | 2 | | | | 6 |
| Block Island, (west side of,) R. I. | | | 4 | | | | 1 | | | | 5 |
| Block Island, (Black Rock,) R. I. | | | | | | 1 | | | | | 1 |
| Block Island, (Sandy Point,) R. I. | | | | | | 1 | | | | 1 | 2 |
| Block Island, (rock south side of,) R. I. | | | | | | | | | 1 | | 1 |
| Blue Rock, R. I. | | | 1 | | | | | | | | 1 |
| Buff Point, Chesapeake Bay, Va. | | | | | | | | 1 | | | 1 |
| Bodkin Bar, Chesapeake Bay, Md. | 1 | | | | 1 | | | | | | 2 |
| Bogue Inlet, N. C. | 1 | | | | | | | | | | 1 |
| Bogue Island, N. C. | 1 | | | | | | | | | | 1 |
| Bolivar Beach, Tex. | | | | | 1 | | | | | | 1 |
| Bombay Hook, Delaware Bay | 1 | 1 | | | | | | | | | 2 |
| Bonnet Point, Narragansett Bay, R. I. | | | | | 2 | 1 | | | | | 3 |
| Boon Island, Me. | | | | 1 | | | | | | | 1 |
| Boon Island Ledge, Me. | | | | 3 | | | | | 1 | | 4 |
| Booth Bay, Me. | | 1 | | | | | 3 | | | 1 | 5 |
| Boston Bay, Mass. | | | | 1 | | 1 | | | | | 3 |
| Bowdoinham Bar, Me. | | | 1 | | 1 | | | | | | 2 |
| Bower's Beach, Delaware Bay, Del. | | 1 | | | | | | | | | 1 |
| Boyd Shoal, Delaware Bay, Del. | | | | | | | 1 | | | | 1 |
| Brace's Cove, Cape Ann, Mass. | | 1 | | 2 | | | | | | | 3 |
| Brandywine Shoal, Delaware Bay, Del. | 1 | | 2 | 2 | | | 2 | | 1 | 1 | 9 |
| Branford Reef, Long Island Sound, Conn. | 1 | 1 | | | | 1 | | | | | 3 |
| Brant Island, Pamlico Sound, N. C. | | | | | | 2 | | | | | 2 |
| Brant Point, Cape Cod, Mass. | | | 1 | | | | | | | | 1 |
| Brazos de Santiago, Tex. | | 1 | 4 | | 2 | 2 | | 2 | 4 | 1 | 16 |
| Brazos River and San Luis Pass, (between,) Tex. | | | | | | | 1 | | | | 1 |
| Brenton's Reef, R. I. | 1 | | | 2 | | | | | | | 4 |
| Brewster Islands, Boston Harbor, Mass. | | | 3 | | | | | | | 1 | 4 |
| Bridgehampton Beach, Long Island, N. Y. | | | | | 1 | | | | | | 1 |
| Bridgeport, Conn. | | | | | | 1 | 1 | | | | 2 |
| Brigantine Beach, N. J. | 1 | 1 | 3 | 1 | 4 | 2 | 1 | 4 | 2 | | 19 |
| Brimstone Point, N. J. | | 1 | | | | | | | | | 1 |
| Broad Cove Rock, Casco Bay, Me. | | | | 1 | | | | 1 | | | 2 |
| Broadkill River, (mouth of,) Del. | | | 1 | | | | | | | | 1 |
| Brownie Island Ledge, (Fisherman's Island Passage, Me.) | | | | 1 | | 1 | | | | | 2 |
| Brown's Bank or Brown's Island, Mass. | | | | | 1 | 3 | | 3 | | 1 | 8 |
| Brown's Cove, Fox Island Thoroughfare, Me. | | | | | 1 | | | | | | 1 |
| Brown's Cove, North Haven Island, Me. | | | 2 | 1 | | | | | | | 3 |
| Bull Rock, Boston Bay, Mass. | | 1 | | | | | | | | | 1 |
| Bull Rock, Carver Harbor, Me. | | | 1 | | | | | | | | 1 |
| Bull's Bay, S. C. | | | | | | | | | 1 | | 1 |
| Bull's Island Shoal, S. C. | | | 1 | | | | | | | | 1 |
| Bumpkin Island, near Cape Porpoise, Me. | | | | | | | | | 1 | | 1 |
| Burnt Coat Island, (ledges southwest of,) entrance | | | | | | | | | 1 | | 1 |
| Blue Hill Bay, Me. | | | | | | | | | | | |
| Burnt Island, Seal Harbor, Me. | | | | | 1 | | | | 1 | | 2 |
| Button Moulds, The, (off Cape Small Point,) Me. | | | | | 1 | | | | | | 1 |
| Caffey's Inlet, N. C. | | | | | | | 2 | | | 1 | 3 |
| Cahoon's Hollow, Cape Cod, Mass. | | | | | 1 | | | | | 1 | 2 |
| Calcasieu Bar, La. | | | 1 | | | 1 | | 1 | | | 3 |
| Calf Island, Boston Harbor, Mass. | 2 | | | | | | | | | | 2 |
| Calf Island, or The Calves, Long Island Sound, Conn. | | | | | | | 1 | | | | 1 |
| Cape Ann, Mass. | 1 | 1 | | | | | | | | | 2 |
| Cape Canaveral, (15 miles south of,) Fla. | | | 1 | | | | | | | | 1 |
| Cape Canaveral, (25 miles north of,) Fla. | | | | 1 | | | | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. | |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|----|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | | |
| Cape Charles, Va. | 1 | | 1 | 1 | | | | | 1 | 1 | | 4 |
| Cape Charles, (Fisherman's Island,) Va. | | | | | | | | 1 | | | | 1 |
| Cape Cod, Mass. | 1 | | | | | | | | | | | 1 |
| Cape Elizabeth, Me. | 1 | | | 1 | | | 1 | 1 | 2 | 1 | | 7 |
| Cape Fear River, (mouth of,) N. C. | 1 | 1 | | 3 | 1 | 9 | 2 | 9 | 3 | 4 | | 33 |
| Cape Florida light-house | | | | | | | | | | | | 1 |
| Cape Hatteras, N. C. | | | | 1 | 2 | 1 | | 1 | 1 | 1 | | 7 |
| Cape Hatteras, Pamlico Sound, N. C. | | | | | | | | | | | | 2 |
| Cape Henlopen, Del. | | | 1 | 3 | 3 | 2 | 3 | 1 | 7 | 4 | | 29 |
| Cape Henlopen, (6 miles south of,) Del. | 1 | 1 | | 1 | | | | | | | | 2 |
| Cape Henry, Va. | 6 | 2 | 2 | 2 | 5 | 1 | | 2 | 1 | 3 | | 24 |
| Cape Island, Me. | | | | | | | | | | | | 1 |
| Cape Lookout, N. C. | | | 1 | 2 | 1 | 1 | | | | | | 5 |
| Cape Lookout Shoals, N. C. | | | | | | | | | | | | 3 |
| Cape May, N. J. | 1 | | 2 | 2 | 3 | 1 | | 4 | 4 | 2 | | 19 |
| Cape Poge, Mass. | 1 | | 2 | | 1 | | 2 | 1 | 1 | | | 8 |
| Cape Porpoise, Me. | | | | 1 | 1 | | | | | 1 | | 3 |
| Cape Romain, S. C. | | | | | | 1 | | | | | | 2 |
| Cape Romano, Fla. | | | | 1 | | | | | | | | 1 |
| Cape Rosier, Eggemoggin Reach, Me. | | | | | | 1 | | | | | | 1 |
| Cape San Blas, Fla. | | 1 | | | | | 1 | | | | | 2 |
| Cape Small Point, Me. | | | | 1 | | 1 | | 2 | | | | 4 |
| Captain's Island, Long Island Sound, N. Y. | | 1 | | | | | | | | | | 1 |
| Carr's Rock Ledge, Me. | | | | | | 1 | | | | | | 1 |
| Casey's Point, Narragansett Bay, R. I. | | | | | | | | | 1 | | | 1 |
| Castle Hill, Narragansett Bay, R. I. | 1 | | | | 1 | | | | | 2 | | 4 |
| Catumb Reef, east entrance Fisher's Island Sound, R. I. | | | | | | | | | 1 | 1 | | 2 |
| Cedar Hummock, N. C. | 3 | | | | | | | | | | | 3 |
| Cedar Island, Va. | | | | | | | 4 | | | | | 4 |
| Cedar Keys, Fla. | | 1 | | | | | | | | 1 | | 2 |
| Cedar Point, Chesapeake Bay, Md. | | | 2 | | | | | | | 1 | | 3 |
| Cedar Tree Neck, Vineyard Sound, Mass. | | | | | 1 | | | | | | | 1 |
| Centreville, (ledge near,) Vineyard Sound, Mass. | | | | | | | | 1 | | | | 1 |
| Chandeleur Island, La. | | | | 1 | | | | | | 1 | | 2 |
| Chandeleur Island Light, (14 miles southwest of,) La. | 1 | | | | | | 1 | | | | | 2 |
| Channel Rock, Moos-a-bee Reach, Me. | | | | | | | 1 | | | | | 1 |
| Chappaquiddick Point, Martha's Vineyard, Mass. | | | 1 | | | 1 | | | 1 | 1 | | 4 |
| Charles Island, Conn. | | | | | | | | | | | 6 | 6 |
| Charleston, S. C. | | | 1 | 1 | 4 | 2 | 2 | 1 | 2 | 2 | | 15 |
| Charleston Bar, S. C. | | 1 | 2 | 2 | | 3 | 2 | 1 | | | | 9 |
| Chatham, Mass. | | 2 | 2 | | 3 | 1 | 2 | 3 | 2 | 6 | | 21 |
| Chatham Bar, Cape Cod, Mass. | | | | | | | | | | | | 3 |
| Chebeag Island, Casco Bay, Me. | 1 | | | | | 1 | | | 1 | | | 3 |
| Cherrystone Inlet, Va. | 1 | | | | | | | | | | | 1 |
| Chicomico, N. C. | | | | | | | | 2 | | | | 2 |
| Chincooteague Shoals, Va. | 1 | | 1 | 1 | 5 | 2 | | 2 | 4 | 2 | | 18 |
| Church Harbor, Narragansett Bay, R. I. | | | | | | | | | | | | 1 |
| City Island, Long Island Sound, N. Y. | 1 | 1 | 2 | | 1 | 1 | | | | 2 | | 10 |
| Clam Ledge, Muscle Ridge Channel, Me. | | | | 1 | | | | 1 | | | | 1 |
| Clark's Island, Me. | | | | | | | | | | | | 1 |
| Clark's Island, Portsmouth, N. H. | | 1 | | | 1 | | | | 1 | 1 | | 4 |
| Clark's Island, Tex. | | | | | 1 | | | | | | | 1 |
| Clark Ledge, approaching Saint Croix River, Me. | | | | | | | | 1 | | | | 1 |
| Clon's Ledge, entrance to Sheepscot River, Me. | | | | | | | | | 1 | | | 1 |
| Cobb's Island, Va. | 1 | 1 | 1 | | | 1 | 1 | 2 | 1 | | | 8 |
| Cobb's Island, (Carter's Shoals,) Va. | | | | | 2 | 2 | 1 | 2 | | 2 | | 9 |
| Cobb's Island, (William's Shoals,) Va. | | | 1 | 2 | | | | | | | | 3 |
| Cobcook Bay, Me. | 1 | | | | | | | | | | | 1 |
| Cocks spur Island, Ga. | | | | | | 1 | | | | | | 1 |
| Coffee Island, Ga. | | | | 1 | | | | | | | | 1 |
| Cohasset Rocks, Mass. | | | 1 | | | | | | 1 | | | 2 |
| Cold Spring Inlet, N. J. | 6 | 2 | 5 | 2 | 3 | | 1 | 1 | 3 | 3 | | 26 |
| College Point, East River, N. Y. | | | | | | | | | 1 | 1 | | 2 |
| Collins Beach, Delaware Bay, Del. | | | 1 | | | | | | | | | 1 |
| Common Flats, (near Chatham Roads,) Mass. | | | 4 | | | | 1 | 1 | 1 | | | 7 |
| Conanicut Island, R. I. | | | 1 | | | | 1 | | | 1 | | 3 |
| Coney Island, N. Y. | 1 | 1 | | | 1 | 1 | 1 | 1 | | | | 6 |
| Core Beach, N. C. | | | | | | | | | | | 1 | 1 |
| Cornfield Harbor, Chesapeake Bay, Md. | | | | | | | | | | | 1 | 1 |
| Cornfield Point, Long Island Sound, Conn. | | | | | | | 1 | | | | | 1 |
| Cornfield Point Shoals, Long Island Sound, Conn. | | | | | | | | 1 | | | | 1 |
| Corn Ledge, Fisherman's Island Passage, Me. | | | | | | | | | 1 | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Corpus Christi, Tex. | | | | | | | 1 | | | | 1 |
| Corson's Inlet Bar, N. J. | | | | | | | | 2 | | | 2 |
| Cottage City, Mass. | | | | | 1 | | | | | 1 | 1 |
| Cove Beach, Va. | | | | 1 | | | | | | | 1 |
| Cove Beach, N. C. | | | | | | | | | 1 | | 1 |
| Cove Point, Chesapeake Bay, Md. | 1 | | | | | | | | | | 1 |
| Cow Bay, Long Island, N. Y. | | | | | 1 | | | | | | 1 |
| Cow Shoal, Conn. | | 1 | | | | | | | | | 1 |
| Cows, The, (off Shippan Point,) Conn. | | | | | | | 1 | | | | 1 |
| Crab Meadow, Long Island, N. Y. | | | | | | 1 | | | | | 1 |
| Crabtree Point, North Haven, Me. | 1 | | | | | | | | | 1 | 2 |
| Cranberry Island, Me. | 1 | 2 | | | 3 | | | | | | 6 |
| Crane Neck Point, Long Island, N. Y. | 1 | 1 | | | | | | | | | 2 |
| Crane Reef, Long Island Sound, Conn. | | | | | | | 1 | | | 1 | 2 |
| Craney Island, Hampton Roads, Va. | | | | 1 | | | | | | | 1 |
| Cross Island, Machias Bay, Me. | | | 1 | | 3 | | | 2 | 1 | | 7 |
| Crow Shoal, Delaware Bay, Del. | | | 2 | | | | | | | | 2 |
| Crowell's Ledge, West Quoddy Bay, Me. | | | | | | | | 1 | 2 | 2 | 5 |
| Cuckolds, The, (approches Damariscotta River,) Me. | | | | | | | 1 | | | | 1 |
| Cunningham Spit, Ga. | | | | | | 1 | | | | | 1 |
| Currituck Beach, N. C. | | 1 | | | | | 1 | | 1 | 2 | 5 |
| Curtis Creek, Chesapeake Bay, Md. | | | | | | 1 | | | | | 1 |
| Cushing Island, Casco Bay, Me. | 1 | | | | | | | | | | 1 |
| Cutler, Me. | | 1 | | 2 | 4 | 2 | 2 | | | | 16 |
| Cuttihunk Island, Vineyard Sound, Mass. | 4 | 2 | 1 | 1 | 1 | | | 2 | | 1 | 12 |
| Damiscovo Island, Me. | 1 | | | | | | | | 1 | | 2 |
| Dam Neck Mills, Va. | | | | | | | | 1 | | | 1 |
| Davis Point, Little Machias Bay, Me. | | | | | 1 | | | | | | 1 |
| Deal Beach, N. J. | 1 | 3 | 1 | | | 1 | 1 | | | | 7 |
| Dearmon Ledge, (near Gloucester,) Mass. | 1 | | | | | | | | | | 1 |
| Decro's Point, (¾ miles east of,) Tex. | | | | 1 | | | | | | | 1 |
| Deep Hole, Gardiner's Bay, N. Y. | | | | | | | | | 1 | | 1 |
| Deer Island, Boston Harbor, Mass. | | | | | 1 | | | | | | 1 |
| Delaware Bay, (The Shears,) Del. | | | | | | | | 4 | | | 4 |
| Delaware Breakwater, Del. | 1 | 2 | 3 | 1 | | 1 | | 3 | | 1 | 12 |
| Dennisport, Mass. | | 1 | | 8 | | 1 | | | | | 10 |
| Despair Island, Narragansett Bay, R. I. | 1 | | | | | | | | 1 | | 2 |
| Devil's Back, Boston Harbor, Mass. | 1 | | 1 | 1 | 1 | | 1 | | | | 5 |
| Devil's Back Ledge, Muscongus Bay, Me. | | | | | | | | | 1 | | 1 |
| Diamond Shoals, Cape Hatteras, N. C. | | | 3 | 2 | 1 | 3 | | | | | 9 |
| Dick's Flat, Mass. | | | | | | | 1 | | 1 | | 2 |
| Dighton, Mass. | | | | 1 | | | | | | | 1 |
| Dimer's Creek, Chesapeake Bay, Va. | | | | | 1 | | | | | | 1 |
| Dixie Island, Mobile Bay, Ala. | | | | 1 | | | | | 1 | | 2 |
| Dog Island, Fla. | | | | 1 | | | | | | | 1 |
| Dogfish Ledges, (entrance Cross Island Narrows,) Me. | | 1 | | | | | | | | | 1 |
| Double Headed Island, Machias Bay, Me. | | | | | | | 1 | | | | 1 |
| Dow Ledges, Deer Island Thoroughfare, Me. | | | | 1 | | | | | | | 1 |
| Doyle's Island, Moos-a-bec Reach, Me. | | | | | | 1 | | | | | 1 |
| Drinkwater Point, Me. | | 1 | | | | | | | | | 1 |
| Drum Inlet Shoal, Core Sound, N. C. | | | | | | | | | 1 | | 1 |
| Duck Island, Mass. | | 1 | | | | | | | | | 1 |
| Duck Ledge, Moos-a-bec Reach, Me. | | | | | | | | | 1 | 1 | 2 |
| Duck Rocks, West Penobscot Bay, Me. | | | | | | 1 | | | | | 1 |
| Dumpling Island Ledge, (East Penobscot Bay Approches,) Me. | | | | | | | | | | 1 | 1 |
| Dutch Island, Narragansett Bay, R. I. | 1 | 1 | 3 | | 1 | 1 | | 2 | 1 | | 10 |
| Duxbury Beach, Mass. | | | | | | 1 | 1 | | | | 2 |
| Dyer's Island, (rocks off,) Narragansett Bay, R. I. | | | | | | | | | 1 | | 1 |
| East Bunker's Ledge, (off Mount Desert Island,) Me. | | | | | | | | 2 | | 1 | 3 |
| East Chop, Vineyard Haven, Mass. | 1 | | 1 | 1 | 1 | | | | | 1 | 5 |
| East Clump, (rock north of,) Fisher's Island Sound, Conn. | | | | | | | | | | 1 | 1 |
| East Dennis, Mass. | | | | | | 1 | | | | | 1 |
| Easton Bay, Md. | | | | | | | | | | 1 | 1 |
| Easter Egg Rock, (near Moos-a-bec light,) Me. | | | 1 | | | | | | | | 1 |
| Eastern Point, Cape Ann, Mass. | | | | | 1 | 1 | | 1 | 3 | | 6 |
| East Hampton Beach, Long Island, N. Y. | | | | 1 | 2 | 1 | | | | 1 | 4 |
| East Orleans, Mass. | | | 1 | | 1 | | 1 | | | | 3 |
| East River, (mouth of,) Chesapeake Bay, Md. | | | | | | | | | | 1 | 1 |
| East Sister, The, Me., near Portsmouth Harbor | | | | | | 1 | | | | | 1 |
| Eaton's Neck, Long Island, N. Y. | | | 3 | 1 | 1 | 1 | 5 | | | 3 | 12 |
| Edgartown, Mass. | | 2 | 4 | 1 | 2 | | | 3 | | | 15 |
| Edisto Island, S. C. | | | | | | | | | | 2 | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Egg Harbor, N. J. | | | | 1 | | | | | 1 | | 2 |
| Egg Island, Altamaha Sound, Ga. | | | | | | | | | | | 1 |
| Egg Island Point or Flats, Delaware Bay, N. J. | | | | | | | | | | 1 | 1 |
| Egg Rock, (near Browney Island,) Me. | | | 1 | | | | | | | | 1 |
| Egg Rock, (near George's Island,) Me. | | | | | | 1 | | | | | 1 |
| Eldridge's Shoal, Vineyard Sound, Mass. | | | | | | | | | | 1 | 1 |
| Execution Rocks, Long Island Sound, N. Y. | | | | 1 | | 1 | | | | | 2 |
| Falkner's Island, Long Island Sound, Conn. | | | | | | | | | 1 | | 1 |
| Fall River, Mass. | | | 1 | | | | | | | | 1 |
| Falmouth, Mass. | | 1 | 1 | | | | | | | | 2 |
| False Cape, Va. | | 1 | 1 | | 1 | 1 | 2 | 1 | 1 | 2 | 11 |
| Federal Point, N. C. | | | | 1 | | | | | | | 1 |
| Fenwick's Island, Md. | 1 | 4 | 1 | 1 | 1 | 3 | 6 | 1 | | | 20 |
| Fenwick's Island Shoals, (7 miles from shore,) Md. | | | | | | | | | | 1 | 1 |
| Fernandina Bar, Fla. | | | | | 1 | 2 | | | | | 3 |
| Fiddler's Ledge, Fox Island Thoroughfare, Me. | | | | | 1 | | 1 | | | | 2 |
| Fingers, The, N. C. | | | | 1 | | | | | | | 1 |
| Fire Island Beach, Long Island, N. Y. | | | 3 | 1 | 2 | 2 | 2 | 2 | 3 | | 15 |
| Fire Island Light, (8 miles east of,) Long Island, N. Y. | | 1 | | | | | | | | | 1 |
| Fisher's Island, Long Island Sound, N. Y. | 1 | 1 | 1 | | 3 | 1 | 2 | 1 | 1 | 1 | 12 |
| Fisher's Island Sound, (rocks in,) Conn. | | | | | 1 | | | | | | 1 |
| Fisherman's Island, Me. | | | 1 | | | | | | | | 1 |
| Fisherman's Island, (Moos-a-bec Reach Approaches,) Me. | | | | | | | | | 1 | | 1 |
| Fishing Creek Shoal, Delaware Bay, N. J. | | | | 1 | | | | | | | 1 |
| Fishing Island, N. H. | | | | | | | 1 | | | | 1 |
| Fishing Point, Assateague Island, Va. | | | | 1 | | | | | | | 1 |
| Fishing Rip, Nantucket Sound, Mass. | | | | | | 1 | | | | | 1 |
| Five-Mile Beach, N. J. | 1 | | 1 | | | | | | | 1 | 3 |
| Fiat Rock, New Haven, Conn. | | | | 1 | | | | | | | 1 |
| Flatty Creek Bar, Albemarle Sound. | | | 1 | | | | | | | | 1 |
| Fletcher's Neck, Me. | | | | | | | 1 | 3 | 3 | 2 | 9 |
| Fletcher's Neck, (Dansbury's Reef,) Me. | | | | | | | | | | 1 | 1 |
| Florida Reefs. | 1 | 1 | | | | 4 | | | | | 6 |
| Florida Reefs, (Alligator Reef,) Fla. | | | | | 1 | | | | | | 1 |
| Florida Reefs, (American Shoals,) Fla. | | 2 | | | | | | | | | 2 |
| Florida Reefs, (Bird Key, near Tortugas,) Fla. | | | | | | | | | 2 | | 2 |
| Florida Reefs, (Boca Grande Key,) Fla. | | | | | | | | | | | 1 |
| Florida Reefs, (Carysfort Reef,) Fla. | | | | 1 | | | | | | | 1 |
| Florida Reefs, (11 miles from Carysfort Reef,) Fla. | | | | | | | | | 1 | | 1 |
| Florida Reefs, (Cayo Costa,) Fla. | | | | | | 1 | | | | | 1 |
| Florida Reefs, (Conch Reef,) Fla. | 2 | | | | | | | | | | 2 |
| Florida Reefs, (Duck-Key,) Fla. | 1 | | | | | | | | | | 1 |
| Florida Reefs, (Fowey Rocks,) Fla. | | 1 | | | | | | | | | 1 |
| Florida Reefs, (French Reef,) Fla. | | | 1 | | | | | | 1 | | 2 |
| Florida Reefs, (Key West,) Fla. | 2 | | 1 | | | | | | | | 3 |
| Florida Reefs, (Key West, 18 miles northeast of,) Fla. | | 1 | | | | | | | | | 1 |
| Florida Reefs, (Key West, 18 miles northwest of,) Fla. | | 1 | | | | | | | | | 1 |
| Florida Reefs, (Lost Man's Key,) Fla. | | | | | | 1 | | | | | 1 |
| Florida Reefs, (Marquesas Key,) Fla. | 2 | | | | | 1 | 2 | | | | 5 |
| Florida Reefs, (Molasses Key,) Fla. | 1 | | | | | | 2 | | | | 3 |
| Florida Reefs, (Pelican Reef,) Fla. | | | | 1 | | | | | | | 1 |
| Florida Reefs, (Pickle Reef,) Fla. | 1 | 2 | 1 | | | | | | | | 4 |
| Florida Reefs, (Pulaski Shoals,) Fla. | | | 1 | | | | 1 | | | | 2 |
| Florida Reefs, (Sandy Keys,) Fla. | | | 1 | | | | 1 | | | | 2 |
| Florida Reefs, (Stirrup Key,) Fla. | | 1 | | | | | | | | | 1 |
| Florida Reefs, (Tortugas,) Fla. | 2 | 1 | 1 | | | | 5 | 1 | 1 | 3 | 14 |
| Florida Reefs, (Western Dry Rocks,) Fla. | 1 | | | | | | | | | | 1 |
| Lynn's Knoll, New York Bay | | | | | | 2 | 3 | | | | 5 |
| Fort Hamilton, New York | | | | | | | | | | 1 | 1 |
| Fort Pickens Point, Fla. | | | 1 | | | | | | 1 | | 2 |
| Fort Point Rock, Gloucester Harbor, Mass. | | 1 | | | | | | | | | 1 |
| Fort Pond Bay, Long Island, N. Y. | | | | | | | | 1 | | | 1 |
| Fort Preble, (near,) Me. | | | | | | | 1 | | | | 1 |
| Foss Ledges, N. H. | | | | | | | | | | 1 | 1 |
| Foster's Island, Me. | | | | 1 | | | | | | | 1 |
| Fox Island, Penobscot Bay, Me. | | | | | 2 | | 1 | | | 2 | 5 |
| Frog Pond Ledge, Port Clyde, Me. | | | | | | | | | 1 | | 1 |
| Frost Point, N. H. | | | | | 1 | | | | | | 1 |
| Frying Pan Shoals, N. C. | | 2 | | | 1 | 3 | 3 | | 1 | 2 | 12 |
| Gallup's Island, Boston Harbor, Mass. | | | 1 | | | | | | | | 1 |
| Galveston, Tex. | 2 | 2 | | 2 | 1 | | 1 | | | 3 | 11 |
| Galveston Island, Tex. | | | | | 2 | | | | 1 | 1 | 4 |
| Gangway Ledge, Muscle Ridge Channel, Me. | | | | 1 | | | | 1 | | | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Gangway Rock, (off Watch Hill,) R. I. | | | | | | | | | | | 1 |
| Gardiner's Island, Long Island Sound, N. Y. | 1 | 1 | | 6 | 2 | | | 1 | | | 11 |
| Gay Head, Martha's Vineyard, Mass. | 1 | | | 1 | | | 2 | | | | 6 |
| Gay Head, (Devil's Bridge,) Martha's Vineyard, Mass. | | | | | | | | 1 | | | 1 |
| George's Island, Boston Harbor, Mass. | 1 | | | | 1 | | | | | | 2 |
| George's Island, Me. | | | | 1 | | | | | 1 | | 2 |
| Georgetown Breakers, S. C. | | | | | 2 | 1 | | 1 | | 1 | 5 |
| Georgetown Harbor, S. C. | | 2 | | | | 1 | | | | | 3 |
| Gerrish's Island, Me., Portsmouth Harbor approaches. | | | 2 | | | | 2 | | | | 2 |
| Gilgo Inlet Bar, Long Island, N. Y. | | 1 | | | 1 | | | | | | 2 |
| Gloucester, Mass. | 1 | 2 | 2 | 1 | 2 | 3 | 1 | 1 | | 1 | 14 |
| Glover's Rock, Me. | 1 | | | | | | | | | | 1 |
| Goat Island, Cape Porpoise, Me. | | 1 | | | | | | | | | 1 |
| Goose Island, Long Island Sound, Conn. | | | | 1 | | | | | | 1 | 2 |
| Gooseberry Island, Narragansett Bay, R. I. | | | | 1 | | | | | | | 1 |
| Gooseberry Neck, Mass. | | | | | | | 1 | | | | 1 |
| Goose Rocks, Kennebunkport, Me. | | | 1 | | | | | | | | 1 |
| Goshen Reef, Long Island Sound, Conn. | 1 | | 1 | | | | | 1 | | | 3 |
| Gott's Island, Me. | | | | | | 2 | | | | | 2 |
| Gould Island, R. I. | | | | | 1 | | | | | | 1 |
| Governor's Run, Chesapeake Bay. | | | | 1 | | | | | | | 1 |
| Governor's Run and Cove Point, (between,) Chesapeake Bay, Md. | | | | | | | | | | 1 | 1 |
| Graces Rock, (Kennebec River,) Me. | | | | | | 1 | | | | | 1 |
| Grand Grozier Shoal, La. | | | | 1 | | | | | | | 1 |
| Great Brewster, The, Boston Bay, Mass. | | | | | | 1 | | | | | 2 |
| Great Cranberry Island, Me. | | | | 1 | | | 1 | 2 | 1 | 3 | 8 |
| Great Duck Island, (off Mount Desert,) Me. | | | | | | | 1 | | | | 1 |
| Great Egg Harbor, N. J. | | 1 | 1 | 1 | | 1 | 1 | 3 | 2 | 1 | 11 |
| Great Fawn Bar, Boston Bay, Mass. | | | 1 | 1 | | | | | | | 3 |
| Great Island Shoal, Portsmouth, N. H. | 1 | | | | | | | | | | 1 |
| Great Island, Pamlico Sound, N. C. | 1 | | | | | | | | 1 | | 1 |
| Great Ledge, (near Wood's Holl,) Mass. | | | | | | | 1 | | | | 1 |
| Great Point Rip, Nantucket Island, Mass. | | | | | | | | | 1 | | 1 |
| Great Wass Island, Moos-a-bee Reach, Me. | | | | | | | | | 1 | | 1 |
| Greenbury's Point, Chesapeake Bay, Md. | | | 1 | | | | | | | | 1 |
| Green Hill, Nantasket, Mass. | | | | | | | | | 1 | | 1 |
| Green Island Ledge, Casco Bay, Me. | 1 | | | | | | | | | 1 | 2 |
| Green Island Ledge, Moos-a-bee Reach, Me. | | | | | | 1 | 1 | | | | 2 |
| Green Island Reef, Me. | | | | 1 | | | | | | | 1 |
| Green Island, N. J. | | | 1 | 1 | | | | | | | 1 |
| Green Run Inlet, Md. | 1 | 1 | 1 | | | | | | | | 3 |
| Greenport, N. Y. | | 1 | | | | | | | | | 1 |
| Greenwich Point, Conn. | | | | 2 | | | | | | | 2 |
| Grindstone Ledge, Muscle Ridge Channel, Me. | | 1 | | | | | | 2 | | 1 | 4 |
| Guilford, Conn. | | | | | 1 | | | | | | 1 |
| Gull Island, eastern entrance Long Island Sound, N. Y. | | | | | 1 | | | | | | 1 |
| Gull Rock, Pamlico Sound, N. C. | 1 | | | | | | | | | | 1 |
| Gull Shoal, N. C. | | | | | | | | | | 1 | 1 |
| Gull Shoal, Pamlico Sound, N. C. | | | | | | | | | | 1 | 1 |
| Gunnison's Cut, (between Nassau Sound and Saint George's Inlet,) Fla. | | | | | | 1 | | | | | 1 |
| Gunning Rocks, Me. | | | | | 1 | | | | | | 1 |
| Gun Rock, Lubec Narrows, Me. | | 1 | | | | | | 1 | | | 2 |
| Gurnet Point, Mass. | 1 | | | | | 1 | 1 | 1 | 2 | | 6 |
| Half-Tide Rock, New Haven, Conn. | | | | 1 | | | | | | | 1 |
| Half-Way Rock, Narragansett Bay, R. I. | | | | | 1 | | | | | | 1 |
| Halibut Point, Cape Ann, Mass. | | | 2 | | | | | | | | 2 |
| Hallet's Point, near Buckman's Head, Eastport, Me. | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 8 |
| Hampton Bar, Va. | 2 | | | 1 | 1 | 1 | | 1 | 1 | 1 | 8 |
| Hampton Ledges, (approaches Hampton River,) N. H. | | | | | | | 1 | | 1 | 1 | 3 |
| Handkerchief Shoal, Mass. | | | 1 | 3 | | 1 | 1 | 1 | | 3 | 10 |
| Harbor Island Bar, N. C. | | | 1 | | | | | | | | 1 |
| Harding's Beach, Chatham Roads, Mass. | | | | | | | | 3 | | | 3 |
| Harding's Ledge, (approaches Boston Harbor,) Mass. | | | | 2 | | | 1 | 1 | | | 4 |
| Hardwood Island, Moos-a-bee Reach, Me. | | | | | | | | | 1 | 1 | 2 |
| Harpwell, Me. | | | | | | | | | | 1 | 1 |
| Hart Island, Long Island Sound, N. Y. | 2 | | | | | 1 | 2 | | | | 6 |
| Hart Bar, Me. | | | | | | 1 | | | | | 1 |
| Hart's Ledge, near Tennant's Harbor, Me. | | | | | | | | 1 | | | 1 |
| Hatchett's Point, (1 mile west of,) Conn. | 1 | | | | | | | | | | 1 |
| Hatchett's Reef, Long Island Sound, Conn. | | | 1 | | | | | 1 | | | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Hatteras Inlet, N. C. | 4 | 3 | | 3 | | 4 | 7 | 3 | 4 | 1 | 29 |
| Hatteras Inlet, (7 miles southwest of,) N. C. | | | | | 1 | 1 | | | | | 1 |
| Hatteras Inlet, (8 miles south of,) N. C. | | | | | | 1 | | | | | 1 |
| Hawes' Shoal, Vineyard Sound, Mass. | 1 | | 1 | | 1 | | | 1 | | | 4 |
| Hawkins' Point, Chesapeake Bay, Md. | | | | | | | | | | 1 | 2 |
| Hay Island Ledge, Muscle Ridge Channel, Me. | | 1 | 1 | | | 2 | | 1 | | | 5 |
| Head Harbor Island, Moos-a-bee Reach, Me. | | 1 | | | | 1 | | | | | 2 |
| Hedge Fence Shoal, Vineyard Sound, Mass. | 2 | 1 | 1 | 1 | | | 2 | 2 | 1 | 1 | 11 |
| Hell Gate, N. Y. | 5 | 3 | 1 | 1 | | 6 | 2 | 1 | 1 | 2 | 21 |
| Hell Gate, (Flood Rock,) N. Y. | | | | | 1 | | | 1 | 1 | | 3 |
| Hell Gate, (Hallet's Point,) N. Y. | | | | 1 | | | | | | | 1 |
| Hell Gate, (Negro Head,) N. Y. | | | | 1 | | 1 | 1 | 2 | | | 5 |
| Hell Gate, (North Brother,) N. Y. | | | | | | 1 | | | 2 | | 3 |
| Hell Gate, (Scaly Rock,) N. Y. | | | | | 1 | | | | 1 | | 2 |
| Hell Gate, (Steep Rock,) N. Y. | 1 | | | | | | | | | | 1 |
| Hell Gate, (The Gridiron,) N. Y. | | | | | | 4 | 1 | | | | 5 |
| Hell Gate, (The Hog's Back,) N. Y. | | | | | | | | 1 | | | 1 |
| Hen and Chickens Shoal, (off Cape Henlopen,) Del. | | 1 | | | 1 | | 2 | | 1 | | 5 |
| Hen and Chickens, The, (Buzzard's Bay,) Mass. | | | | | | | 1 | | | | 1 |
| Henry's Point, Castine Harbor, Me. | | | | 1 | | | | | | | 1 |
| Hereford Inlet, N. J. | 1 | 1 | | | 1 | 1 | 4 | 3 | 1 | 1 | 13 |
| Hereford Light, (6 miles northeast of,) N. J. | | | 1 | | | | | | | | 1 |
| Heron Island, Blue Hill Bay, Me. | | 1 | | 1 | | | | | | 1 | 3 |
| Heron Islands, near Cape Small Point, Me. | | | | | | | | | | 1 | 1 |
| Heron Neck, (ledge near,) Me. | | | | 1 | | | | | | | 1 |
| Herring Bay, Chesapeake Bay, Md. | | 1 | | | | | | | | | 1 |
| Herring Gut, Me. | 2 | 1 | | | | | | | | 1 | 4 |
| Hersey's Head, (near Pembroke,) Me. | | | | | | | | 1 | | | 1 |
| Hewlett Point, Long Island Sound, N. Y. | | | | | | | | | | 1 | 1 |
| Highlands, N. J. | | | | 1 | | | | | | | 1 |
| Highland Light, Cape Cod, Mass. | 1 | | | | | 2 | | | 1 | | 3 |
| High Lane Ledge, off Duxbury Beach, Mass. | | | | | | | | | 1 | | 1 |
| Hillsborough Inlet, Fla. | 1 | | | | | | | | | | 1 |
| Hill's Point, Chesapeake Bay, Md. | | | | | 1 | | | | | | 1 |
| Hill's Point, Va. | | | | 1 | | | | | | | 1 |
| Hodgdon's Ledge, Me. | 1 | | | | | | | | | | 1 |
| Hodgdon's Point, Me. | | | 1 | | | | | | | | 1 |
| Hog Island Bar, Muscongus Sound, Me. | | | | | | 1 | | | | | 1 |
| Hog Island, Va. | 2 | | | 4 | | 3 | 2 | 5 | 1 | 2 | 19 |
| Hog Island Inlet, N. Y. | | | | | | | 2 | 2 | 1 | 1 | 6 |
| Hog Island, Narragansett Bay, R. I. | | | | | 1 | | | | | | 1 |
| Hog Island Ledge, Seal Harbor, Me. | | | 1 | 1 | 1 | | | | | | 3 |
| Holland's Island, Chesapeake Bay, Md. | 1 | | 1 | | | | | | | 1 | 3 |
| Holmes' Cove, (east point,) Me. | | | | | 1 | | | | | | 1 |
| Hooker's Island, Chesapeake Bay, Md. | | | 1 | | | | | | | | 1 |
| Hooper's Island Ledge, Herring Gut Harbor, Me. | | 1 | | | | | | | | | 1 |
| Hope Island, Narragansett Bay, R. I. | | | | | | 1 | | | | | 1 |
| Horn Island, Mississippi Sound, Miss. | | 1 | | | 1 | 1 | | | 1 | 1 | 5 |
| Horn Point, Chesapeake Bay, Va. | | 1 | | | | | | | | | 1 |
| Horseneck Beach, mouth of Acoakset River, Mass. | | | | | | | | | 1 | | 1 |
| Horseshoe Reef, Fisher's Island Sound, Conn. | | | | | 1 | | | | | | 1 |
| Horseshoe Shoal, Chesapeake Bay, Md. | | 1 | | | | | | | | | 1 |
| Horseshoe Shoal, Nantucket Sound, Mass. | | | 1 | | | | | | | | 1 |
| Horton's Point, Long Island, N. Y. | | | | | | | | 1 | | | 2 |
| House Island, Salem Entrance, Mass. | | | | | 1 | | | | | | 1 |
| Howard Reef, Pamlico Sound, N. C. | | | | | | | | | 1 | | 1 |
| Hunniwell's Beach, Me. | | | | | | 1 | | 1 | 2 | | 4 |
| Hunniwell's Point, Me. | | | | 1 | 1 | | 1 | 2 | 1 | | 6 |
| Hunting Island, S. C. | 1 | | | | | | | | | | 1 |
| Hyannis, Mass. | 1 | | | 3 | 2 | | | | | | 6 |
| Hypocrite Ledge, Me. | 1 | | 1 | 1 | 1 | 1 | | | | | 5 |
| Indian Point, Penobscot Bay, Me. | 1 | | | | | | | | | | 1 |
| Indian River Inlet, Del. | | | | | 2 | 1 | 1 | 3 | 1 | 2 | 11 |
| Indian River Inlet, Fla. | | | | | | | | | 1 | | 1 |
| Indian River Inlet, (30 miles north of,) Fla. | | | | 1 | | | | | | | 1 |
| Inlet Point, Long Island, N. Y. | | | | | 1 | | | | | | 1 |
| Inner Middle Ground, Chesapeake Bay, Va. | | | | | | | | 1 | | | 1 |
| Innswich Bar, Mass. | | 1 | 1 | 1 | 1 | 1 | 2 | | 1 | 1 | 9 |
| Island Beach, N. J. | | | | 2 | 1 | 1 | 2 | | 2 | 2 | 12 |
| Isle au Haut, Penobscot Bay, Me. | | | | 1 | | | | | | | 1 |
| Isle of Shoals. | 1 | | | 1 | | | | | | | 2 |
| Isle of Shoals, (Anderson's Ledge) | | | | | | | | | 1 | | 1 |
| Isle of Shoals, (off Star Island Point) | | | | | | | | 1 | | | 1 |
| Isle of Shoals, (Smutty Nose Island) | | | | | | | 1 | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Isle of Shoals, (White Island Ledge)..... | | | | 1 | | | | | | | 1 |
| Jamaica Island, (off Kittery,) Me..... | | | | | | | 1 | | | | 1 |
| James Island, Appalachicola Bay, Fla..... | | | | | | | 1 | | | | 1 |
| Jamestown Island, Va..... | | | | 1 | | | | | | | 1 |
| Jekyll Island, Ga..... | 1 | | | | | 1 | | | | | 2 |
| Jekyll Spit, Ga..... | | 1 | | | | | | | | | 1 |
| Jerry's Point, Portsmouth Harbor, N. H..... | | | | | | | | 1 | | | 1 |
| Jewell's Island Reef, Me..... | 1 | | | | | | | | | | 1 |
| Joe Flogger Shoal, Delaware Bay, Del..... | 1 | | | 2 | 1 | | 2 | 1 | 1 | | 8 |
| Johnson's Creek, Saint Catharine Island, Ga..... | | | | | | | | | | 1 | 1 |
| Johnson's Point Reef, Ga..... | | | 1 | | | | | | | | 1 |
| John's Island Ledge, (Burnt Coat Harbor approaches,) Me..... | | | | | | | 1 | | | | 1 |
| Jones's Beach, Long Island, N. Y..... | | 1 | | | 1 | 1 | | 1 | | | 4 |
| Jonesport, Me..... | | 1 | | | | | | | 2 | | 4 |
| Joshua Rock, (mouth of Connecticut River)..... | | | | 2 | | | | | | | 2 |
| Kedges Strait, Chesapeake Bay, Md..... | | | | | 1 | | | | | 1 | 2 |
| Kegs, The, Muscongus Bay, Me..... | 1 | | | | | | | | | | 1 |
| Kelly's Point, (ledge near,) Moos-a-bee Reach, Me..... | | | | | | | | | 1 | | 1 |
| Kelsey's Ledge, Damariscotta River, Me..... | | | | 1 | | | | | | | 1 |
| Kennebunkport, Me..... | | 1 | | | | | | | | | 1 |
| Kennebec River, (mouth of,) Me..... | | | | | | | | 2 | 1 | | 3 |
| Kent Island, Chesapeake Bay, Md..... | 1 | 1 | 1 | 2 | | 1 | 1 | 1 | 1 | 1 | 9 |
| Kill Pond Bar, Mass..... | | | | | | 2 | | | | 3 | 5 |
| Kimball's Island, (ledges off,) Penobscot Bay, Me..... | | | | | | | 1 | | | 1 | 2 |
| King's Point, Long Island Sound, N. Y..... | | | | | | | | | | 1 | 1 |
| Kittery, (ledge near,) Me..... | | 1 | | | | | | 1 | 1 | | 3 |
| Kittery Point, Me..... | | | | | | | | 1 | 1 | | 2 |
| Kitty Hawk, N. C..... | 1 | | | | | | | 1 | | | 2 |
| Knig's Island, Moos-a-bee Reach, Me..... | | | | | | | | 1 | | | 1 |
| Lake Worth, (beach, south end of,) Fla..... | | | | | | | | 1 | | | 1 |
| Lake Worth, (beach,) 7 miles north of Orange Grove House of Refuge, Fla..... | | | | | | | | | 1 | | 1 |
| Lambert's Point, Elizabeth River, Va..... | | | | | 1 | | | 1 | | | 2 |
| Lane's Island, Penobscot Bay, Me..... | | | 1 | | | | | | | | 1 |
| Lanesville, Cape Ann, Mass..... | | | | 1 | | | | | 1 | 1 | 3 |
| Lark Ledges, West Penobscot Bay, Me..... | | | | | | | | | 1 | 1 | 2 |
| Latimer's Reef, Long Island Sound, Conn..... | | 1 | | | | | 1 | | 1 | | 3 |
| Lavallette City, N. J..... | | | 1 | | | | | | | | 1 |
| Lazy Gut Island, Deer Island Thoroughfare, Me..... | | | | | 1 | | | | | 1 | 2 |
| Leaning's Beach, N. J..... | | | | | | | | | 1 | 2 | 3 |
| Leeto's Reef, Conn..... | 1 | 1 | | | | | | | | | 2 |
| Leighton's Point, Pembroke, Me..... | 1 | | | | | | | | | | 1 |
| Lewes, Del..... | 3 | 1 | 3 | 2 | 2 | | 1 | 6 | 2 | 3 | 23 |
| L'Homme à Dieu Shoal, Vineyard Sound, Mass..... | | 2 | | 2 | | | | 1 | | | 7 |
| Libby Island, Machias Bay, Me..... | | | | | | 1 | 2 | | 1 | | 4 |
| Little Bay, Va..... | | | | 1 | | | | | 1 | | 2 |
| Little Beach, N. J..... | | 1 | | | | | | | | | 1 |
| Little Bear's Head, N. H..... | | | | | | | | | 1 | | 1 |
| Little Cove Point, Chesapeake Bay, Md..... | | 1 | | | | | | | | | 1 |
| Little Cranberry Island, Me..... | | | | 2 | 3 | 1 | 3 | 6 | 4 | 2 | 21 |
| Little Deer Island, Eggemoggin Reach, Me..... | | | | | | 1 | | | | | 1 |
| Little Egg Harbor, N. J..... | | | 4 | 1 | 1 | 1 | 3 | 6 | 3 | 3 | 22 |
| Little Gull Island, Long Island Sound, N. Y..... | | | | 1 | 1 | | | | | | 2 |
| Little Island, Va..... | | | | 1 | | | | 1 | | 2 | 4 |
| Little Kinnakeet, N. C..... | | | | | | 2 | | 1 | | 2 | 5 |
| Little Mud Thoroughfare, N. J..... | | | 1 | | | | | | | | 1 |
| Little Nahant, Mass..... | | | | | | | | 1 | | | 1 |
| Little River Island, Me..... | | | | | | | | | 1 | | 1 |
| Little River Inlet, S. C..... | | | | | | | | | 1 | | 1 |
| Little Spoon Island, Me..... | 1 | | | | | | | 1 | | | 2 |
| Lloyd's Neck, Long Island, N. Y..... | 1 | | | 1 | 1 | 1 | | | 1 | | 5 |
| Lobster Rock, Saco Bay, Me..... | | | 1 | | | | | | | | 1 |
| Lobster Rocks, Beverly Harbor, Mass..... | 1 | | | | | | | | | | 1 |
| Lockwood's Folly Inlet, N. C..... | | | | 1 | 2 | | | | | | 3 |
| Logzerehead Inlet, N. C..... | | | | | | 1 | | | | | 1 |
| Londner, The, (near Thatcher's Island,) Mass..... | | 1 | | | | | 1 | | | | 2 |
| Long Beach, Gloucester Harbor, Mass..... | | | 1 | | | | | | 1 | | 2 |
| Long Beach, Plymouth, Mass..... | | | | | | 1 | | | | | 1 |
| Long Beach, Long Island, N. Y..... | | | | | 2 | | | | 1 | | 3 |
| Long Beach, N. J..... | 2 | | 3 | 7 | | 2 | 1 | 1 | 1 | 2 | 19 |
| Long Branch, N. J..... | 1 | | | 3 | | 1 | 1 | | | | 6 |
| Long Island, Boston Harbor, Mass..... | | 1 | | | 1 | | | | | 1 | 3 |
| Long Island, Penobscot Bay, Me..... | | | | | | | | | 1 | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Long Ledge, Bass Harbor, Me..... | | | | 1 | 1 | | | | | | 1 |
| Long Ledge, Scituate, Mass..... | | | | | | | | | | | 1 |
| Long Ledge, Seal Harbor, Me..... | | 1 | | | | | | 3 | | 3 | 7 |
| Long Ledge, (Sheepscot River,) Me..... | | | | | | 1 | | | | | 1 |
| Long Point, Cape Cod, Mass..... | | | 2 | | | | | | | 1 | 3 |
| Long Point, (near Little River entrance,) Me..... | | | | | | 1 | | | | | 1 |
| Long Shoal, Nantucket Sound, Mass..... | 2 | 1 | | | | | | 1 | | | 4 |
| Lord's Gifts Flats, Me..... | | | | 1 | | | | | | | 1 |
| Loveladies Island, N. J..... | | | 1 | | | | | | | | 1 |
| Lovell's Island, Boston Harbor, Mass..... | | | | | | | | | | 1 | 1 |
| Lowell's Rocks, Penobscot Bay, Me..... | | | | 1 | | | | | | | 1 |
| Lowe's Point, Chesapeake Bay, Md..... | | | 1 | | | | | | | | 1 |
| Luce's Landing, Long Island Sound, N. Y..... | | | | | | | | 1 | | | 1 |
| Lundlam's Beach, N. J..... | 1 | 1 | 1 | | | | | | | | 3 |
| Ludington Rock, Long Island Sound, Conn..... | | | | | | | 1 | 1 | | 1 | 3 |
| Lynn, Mass..... | | | | | | | | | | | 2 |
| Lynn Haven Bay, Va..... | 1 | 1 | 1 | | | 3 | 1 | 1 | | | 7 |
| Mac Clellanville, S. C..... | | | | | | | | | | 1 | 1 |
| Machias, Me..... | | | | | | 1 | | | | | 1 |
| Machipongo Inlet, Va..... | 1 | | | | 1 | | | 1 | 1 | | 4 |
| Magothy River, (mouth of,) Chesapeake Bay, Md..... | | | | | | 1 | | | | 1 | 2 |
| Main Inlet Bar, (2½ miles northeast of,) N. C..... | 1 | | | | | | | | | | 1 |
| Mamaroneck, N. Y..... | | | 1 | | | 1 | | | | | 2 |
| Mandeville, Lake Pontchartrain, La..... | | | | | 1 | | | | | | 1 |
| Manhattan Beach, N. Y..... | | | | 1 | | | | | | | 1 |
| Man Island, Englishman's Bay, Me..... | | | | | | | | 2 | | | 2 |
| Manomet Point, Mass..... | | | | 1 | | | | | | | 1 |
| Manor Hills, The, Long Island, N. Y..... | 2 | | | | | | | | | | 2 |
| Marblehead, Mass..... | | | 1 | | | | | | | | 1 |
| Mare Island, Me..... | | | | | 1 | | | | | | 1 |
| Mark Island Ledge, Penobscot Bay, Me..... | | | | | | 1 | | | | | 1 |
| Mark Island, Moos-a-bec Reach, Me..... | | | | | | 1 | | | | | 1 |
| Marshfield Beach, Boston Bay, Mass..... | | | | 1 | 1 | 1 | | | | | 3 |
| Marshall's Island, Me..... | | | 1 | | | | | | | | 1 |
| Martha's Vineyard, (south beach,) Mass..... | | | | | 1 | | | | | | 1 |
| Mason's Creek, (south side Hampton Roads,) Va..... | | | | | | | | | 1 | | 1 |
| Masonboro' Inlet, N. C..... | | | | 1 | | | | | | | 1 |
| Matagorda Bay, Tex..... | | 1 | | | | | | | | | 1 |
| Matagorda Island, Tex..... | | 2 | 1 | 2 | 1 | 3 | 2 | | | | 11 |
| Matagorda Peninsula, Tex..... | | | | | | 2 | | | | 1 | 3 |
| Matanzas Inlet, (mouth of,) Fla..... | | | | 1 | 1 | | | | | | 2 |
| Matinicus Island, Me..... | | | | 1 | | 1 | | | 1 | | 3 |
| Matinicock Point, Long Island, N. Y..... | 1 | | | | | | | 2 | | | 3 |
| Mattapoisett Ledge, Mass..... | | | | | | | | | 1 | | 1 |
| Maurice River, (near,) Delaware Bay, N. J..... | | | | | | 1 | | | | | 1 |
| Mayport Beach, Fla..... | | | 2 | | | | | | | | 2 |
| Menemsha Bight, Vineyard Sound, Mass..... | | | | | | 1 | | | | | 1 |
| Merry Meeting Bay, (rocks in,) Me..... | | | | | 1 | | | | | | 1 |
| Merwin's Point, Conn..... | 1 | | | | | | | 4 | | | 5 |
| Metinic Island, Me..... | | 1 | 1 | | | | | | | 2 | 4 |
| Metompkin Inlet, Va..... | 1 | 1 | | | | | | 1 | 3 | | 6 |
| Miah Maull Shoals, Delaware Bay, N. J..... | | | | | | | | | | 1 | 1 |
| Middle Ground, N. C..... | | | | 1 | | 1 | | | | | 2 |
| Middle Ground, Boston Harbor, Mass..... | | | | | 2 | | | | | | 2 |
| Middle Ground, Chesapeake Bay, Va..... | | 1 | 1 | 1 | 2 | | | | 1 | 1 | 7 |
| Middle Ground, New York Bay, N. Y..... | | | | | | 4 | | | 1 | 3 | 4 |
| Middle Ground, Quoddy Bay, Me..... | | | | | | | 1 | 2 | 2 | 3 | 8 |
| Middle Ground, Vineyard Sound, Mass..... | | | | | 2 | | | | | 1 | 3 |
| Middle Reef, (near Woolsey's Point,) Long Island, N. Y..... | 1 | | | | | | | | | | 1 |
| Millstone Point, Long Island Sound, Conn..... | | | | | | | | 1 | | | 1 |
| Mississippi River, (South Pass of,) La..... | | | | | | | | 1 | 1 | | 2 |
| Mispillion light, Del..... | | | 1 | | | | | | | | 1 |
| Mistake Island, Me..... | 1 | | | | | | | | | | 1 |
| Mobile Bay, Ala..... | | 1 | | 1 | 1 | | | | | 1 | 4 |
| Mobile Point, Ala..... | | | | 1 | | | | | | 1 | 2 |
| Monhegan Island, Me..... | | | | | | | | 1 | | | 1 |
| Monhegan Island and Pemaquid Point, (between,) Me..... | | | | | | | | | 1 | | 1 |
| Monmouth Beach, N. J..... | 1 | | | | 1 | | | 1 | 1 | 2 | 6 |
| Monomoy Point, Cape Cod, Mass..... | 2 | | 1 | 2 | 1 | | 1 | 1 | | | 8 |
| Monomoy Island, (shoal west side of,) Mass..... | | | | | | | | 1 | | 1 | 1 |
| Monroe Island, Penobscot Bay, Me..... | 1 | | | 4 | | | | | | | 5 |
| Montauk Point, Long Island, N. Y..... | | 1 | 1 | | | | | 1 | | | 3 |
| Montauk Point, (5 miles northwest of,) Long Island, N. Y..... | | | | | | 1 | | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Montauk Point, (Shagwong Reef) N. Y. | | | | | | | | | 1 | | 1 |
| Morgan's Point, Fisher's Island Sound, Conn. | | | | | | | | | | | 1 |
| Moriches Beach, Long Island, N. Y. | | | 1 | | | | | | | | 1 |
| Morris Cove, New Haven, Conn. | 1 | | | | | | | | | | 1 |
| Morris Island, S. C. | | 1 | | | | | | | | 1 | 1 |
| Mount Desert Island, (south shore of,) Me. | | | | | | 1 | | | | | 1 |
| Mount Desert Rock, Me. | | | 1 | | | | 1 | | | | 2 |
| Mount Desert, (Schooner Head,) Me. | | | | | | 1 | 1 | | | | 2 |
| Mulberry Island, near mouth of James River, Va. | | | | | | | 1 | | | | 1 |
| Munroe Island, (West Penobscot Bay,) Me. | | | | | | | 1 | | | | 1 |
| Muskeget Island, Nantucket Sound, Mass. | | | 3 | | 2 | | | 1 | 4 | | 10 |
| Musquito Inlet, Fla. | 1 | 1 | 1 | | | 3 | | | | 1 | 7 |
| Musquito Inlet, (3 miles north of,) Fla. | | | 2 | | | | | | | | 2 |
| Musquito Inlet, (7 miles north of,) Fla. | | | 1 | | | | | | | | 1 |
| Musquito Inlet, (4 miles south of,) Fla. | | | 1 | | | | | | | | 1 |
| Musquito Inlet, (12 miles south of,) Fla. | | | | | 1 | | | | | | 1 |
| Musquito Inlet, (approaches Saint George's River,) Me. | | | | | | | | 1 | | | 1 |
| Mustang Island, Tex. | | | | | | 1 | 2 | | | | 3 |
| Myrtle Island, Va. | 1 | | | | | | 1 | | | | 2 |
| Nag's Head, N. C. | | 1 | 1 | 1 | | | | 2 | | | 5 |
| Nancy Ledge, Lubec, Me. | | | 1 | | | | | | | | 1 |
| Nantasket Beach, Me. | | | | | | 1 | | | | 1 | 2 |
| Nantucket Bay, Mass. | | | 1 | 1 | 1 | | 1 | | 2 | | 6 |
| Nantucket, (west end of,) Mass. | | | | | | 2 | 1 | | 2 | | 5 |
| Nantucket, Great Point, Mass. | | | 1 | 3 | 1 | 1 | | 2 | 1 | | 9 |
| Nantucket Sankaty light, Mass. | | | | | | | | | | | 1 |
| Nantucket Shoals, Mass. | 1 | | 3 | 1 | | 6 | 2 | 2 | 1 | 2 | 18 |
| Nantucket, (Surfside,) Mass. | | | | | | | | | 1 | 1 | 2 |
| Nantucket, (Squam Head,) Mass. | | | | | | | | | | 1 | 1 |
| Napatree Point, R. I. | | | 2 | 1 | | 1 | | | | 2 | 6 |
| Napeague, Long Island, N. Y. | 1 | | | | | | | 2 | | | 3 |
| Narragansett Pier, R. I. | | 1 | | | 1 | 1 | | 1 | | | 4 |
| Nashawena Island, Vineyard Sound, Mass. | 1 | | 1 | | | | | | | | 2 |
| Nashawena Island, (Quick's Hole,) Mass. | | | | | | | | | | 1 | 1 |
| Nash's Island, Moos-a-bee Beach, Me. | | | | | | 1 | | 1 | | | 2 |
| Nauset Beach, Cape Cod, Mass. | 3 | 3 | | | | | 1 | | 2 | 2 | 11 |
| Naushon Island, Vineyard Sound, Mass. | | | 1 | | | | 1 | | | | 2 |
| Nayat Point, mouth of Providence River, R. I. | | | | | | | | | 1 | | 1 |
| Negro Island, Saco Bay, Me. | | | | | | | | 1 | 1 | | 2 |
| New Bedford Harbor, Mass. | 1 | | 1 | 1 | | 1 | 1 | | 1 | | 6 |
| Newburyport Bar, Mass. | 3 | 1 | 2 | 1 | | 1 | 2 | 6 | 2 | 2 | 20 |
| New Harbor, Sunken Ledges, (entrance to Muscongus Bay,) Me. | | | | | | | | | | 1 | 1 |
| New Haven, Conn. | 1 | | | | 1 | 1 | | 2 | 2 | 2 | 9 |
| New Inlet, or Jones' Inlet, Long Island, N. Y. | 2 | | 3 | 1 | | | 1 | 1 | 3 | 2 | 13 |
| New Inlet, N. C. | 1 | | | 1 | | | 3 | | | | 5 |
| New Inlet, N. J. | | | | | | | | 1 | | | 1 |
| New London, Conn. | 3 | | 1 | | 2 | | | | | | 6 |
| New London, (ledge off,) Conn. | | | | | 1 | 1 | | | | | 2 |
| New Mill Creek, Va. | | | | | 1 | | | | | | 1 |
| New Point Comfort, Chesapeake Bay, Va. | | | | | | | 1 | 1 | | | 2 |
| Newport, R. I. | 2 | | | 1 | 1 | 3 | 1 | | | | 8 |
| Newport News, Va. | 1 | | | 1 | 1 | | | | | | 3 |
| New River, (mouth of,) N. C. | | | | 1 | 1 | | | 1 | | | 3 |
| New Rochelle Harbor, N. Y. | | | | | 2 | | | | | | 2 |
| Newton's Creek, (mouth of,) East River, N. Y. | | | | | | | | 1 | 1 | | 2 |
| Newton's Rock, Narragansett Bay, R. I. | | | | | | 1 | | | | | 1 |
| New Topsail Inlet, N. C. | | | | | | 1 | | | | | 1 |
| Nix's Mate, Boston Harbor, Mass. | 1 | | | | | 1 | | | | | 2 |
| No Man's Land, Mass. | | | | | 2 | | | | | | 2 |
| Nonamesset Island, Vineyard Sound. | | | | | | | 2 | | | | 2 |
| Norfolk, (near,) Va. | | | | | 1 | | | | | 1 | 2 |
| Norman's Woe, (entrance,) Gloucester Harbor, Mass. | | | | | | | 1 | | | 1 | 2 |
| North Beach, Md. | | | | | | | | | 1 | | 1 |
| North Edisto River, (mouth of,) S. C. | | | | | | | | | | 1 | 1 |
| North Island Beach, S. C. | | | | | | | 1 | 1 | | | 2 |
| North Point, Chesapeake Bay, Va. | | | 2 | | | | | | | 1 | 3 |
| Northport, Me. | 1 | | | | | | | | | | 1 |
| Northport Harbor, N. Y. | | | | 1 | | | | | | | 1 |
| North Plymouth, (rock in bay,) Mass. | | | | | | | | | 1 | | 1 |
| North River Bar, N. C. | | | 1 | 2 | | | 1 | | | | 4 |
| North Truro, Cape Cod, Mass. | | | 2 | | | | | | | | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| North West, Long Island, N. Y. | | | | 2 | | | | | | | 2 |
| Northern Triangles, The, West Penobscot Bay Approaches, Me. | | | | | | | | | 1 | | 1 |
| Norton's Cove, (ledge in,) Me. | | | 1 | | | | | | | | 1 |
| Norton's Island, Seal Harbor, Me. | 1 | | | | | | | | | | 1 |
| Norton's Point, Carver Harbor, Me. | | 1 | | | | | | | | | 1 |
| Norwalk Islands, Long Island Sound | | | | | 1 | | | | | | 1 |
| Nova's Rock, Moos-a-bec Reach, Me. | | | | | | | | 1 | | | 1 |
| Noyes Point, R. I. | 1 | | | | | | | | | | 1 |
| Noyes' Rock, (entrance Stonington Harbor,) Conn. | | | | | | | | 1 | 1 | | 2 |
| Oak Island, N. Y. | | | | | | | | | | 1 | 1 |
| Ocean City, Md. | | | 1 | | | 2 | | | | | 3 |
| Ocean Grove, N. J. | 1 | 1 | | | | | 2 | | | | 5 |
| Ocean View, Va. | 1 | | 1 | 2 | | | | | | | 4 |
| Ocklockonee Bar, Fla. | | | | | 1 | | | | | | 1 |
| Ocracoke Inlet, N. C. | 3 | 1 | 1 | 1 | | | | 1 | | | 7 |
| Ocracoke Inlet, (5 miles northeast of,) N. C. | | | | | | | 1 | | 1 | | 2 |
| Ocracoke Inlet, (8 miles north of,) N. C. | | | | | | | | | 1 | | 1 |
| Ocracoke Inlet, (16 miles south of,) N. C. | | | | | | | | | 2 | | 2 |
| Odiome's Point, N. H. | 1 | | | | | | | | 1 | 1 | 3 |
| O'Donnell's Point, Lubec Narrows, Me. | | | 1 | | | | | | | | 1 |
| Old Cilley Ledge, St. George's River approaches, Me. | | | | 1 | | | | | | | 1 |
| Old Currituck Inlet, N. C. | | | | 1 | | | | | | | 1 |
| Old Ferry Point, N. Y. | | | | 1 | | | | | | | 1 |
| Old Field Point Light, Long Island, N. Y. | | 1 | | | | | | | | | 1 |
| Old Field Point, (½ mile southeast of,) Long Island Sound, N. Y. | | | | | | | | 1 | | | 1 |
| Old Man Ledge, West Penobscot Bay Approaches, Me. | | 1 | 1 | | | | | | 1 | 1 | 4 |
| Old Man's Ledge, off No Man's Land, Vineyard Sound, Mass. | | | | | | | | 1 | | | 1 |
| Old Point Comfort, Va. | | | | | 1 | 1 | | 1 | | | 3 |
| Old Prince, The, Cape Porpoise Harbor, Me. | | | 1 | | | | | | | | 1 |
| Old Topsail Inlet, N. C. | | | | | | | 1 | | | | 1 |
| Old Woman Ledge, Me. | | | | 1 | | | | | | | 1 |
| Onset Island, Buzzard's Bay, Mass. | | | | | | | | 1 | | | 1 |
| Oregon Inlet, N. C. | 1 | | | | 2 | | 1 | 1 | | 1 | 6 |
| Orleans Beach, Cape Cod, Mass. | 2 | 2 | | | 1 | | 1 | | | | 6 |
| Ossabaw Island, Ga. | | | | 1 | 1 | | | | | | 2 |
| Osterville, Mass. | | | | | | | | | | 1 | 1 |
| Otter Island Ledge, Muscle Ridge Channel, Me. | | | | | | | 1 | | | | 1 |
| Outer Diamond Shoal, Cape Hatteras, N. C. | | | | 1 | 1 | | | 1 | 1 | | 4 |
| Outer Ledge, (entrance Camden Harbor,) Me. | | | | | | | 1 | | | | 1 |
| Owl's Head, Me. | | | | | | | | 1 | | | 1 |
| Oyster Bay, N. Y. | | | | | 2 | | | | 1 | | 3 |
| Oyster Pond Reef, Long Island, N. Y. | | | | | | | | 1 | | | 1 |
| Oyster Rock, Wilmington Harbor, N. C. | 1 | | | | | | | | | | 1 |
| Padre Island, Tex. | | 2 | | | 4 | | 4 | | | 3 | 13 |
| Faine's Ledge, off Eastport, Me. | | | | | | | | | 1 | | 1 |
| Parinet Hollow, Cape Cod, Mass. | | | 1 | | | | | | | | 1 |
| Parinet River, Cape Cod, Mass. | | | | | | | | | | 1 | 1 |
| Parramore's Beach, Va. | | | | | 1 | 1 | 1 | 3 | 1 | | 7 |
| Parker's Cove, Isleborough, Me. | 1 | | | | | | | | | | 1 |
| Parker's Island, N. Y. | | 1 | | | | | | | | | 1 |
| Pas-cagoula Bar, Miss. | | | | | 1 | | | | | | 1 |
| Pas-que Island, Vineyard Sound, Mass. | 1 | | | | | | | | | | 1 |
| Pass Cavallo, Tex. | | | | 1 | 2 | | 2 | 1 | 1 | | 7 |
| Patapsco River, (mouth of,) Chesapeake Bay, Md. | | | 3 | 1 | | | | 1 | 1 | 1 | 7 |
| Patuxent River, (mouth of,) Md. | 1 | | 1 | 1 | | | | 1 | | | 4 |
| Pavilion Beach, Mass. | | 1 | | | | | | | | | 1 |
| Pawley's Island, S. C. | | | | | | | 1 | | | | 1 |
| Peaked Hill Bar, Cape Cod, Mass. | 1 | | 1 | 1 | 3 | 3 | | 2 | 3 | 6 | 20 |
| Peak's Island, Casco Bay, Me. | | | 1 | | 1 | | 1 | | | | 3 |
| Peck's Beach, N. J. | | | 1 | 1 | | 1 | | | | | 3 |
| Peconic Bay, (Mattituck,) Long Island, N. Y. | | | | | | | | 1 | | | 1 |
| Pelican Bank, Saint Helena Sound, S. C. | | | | | | | 1 | | | | 1 |
| Pelican Island, Tex. | | | | 1 | 1 | 1 | | | 1 | | 4 |
| Pelican Spit, Galveston Bay, Tex. | | | | | | 1 | | | | | 1 |
| Pemaquid Point, (rock 4 miles south-southwest of,) Me. | | | | | | | | | | 1 | 1 |
| Pembroke, Me. | | | | | | | 1 | | | | 1 |
| Penfield's Reef, Conn. | | | 1 | | | 1 | | | | | 3 |
| Penikese Island, Buzzard's Bay, Mass. | | 1 | | | | | | 1 | | | 2 |
| Pensacola, Fla. | | 2 | | | | 1 | | | | | 3 |
| Pensacola Bar, Fla. | | 1 | | | | | | | | | 1 |
| Pepperell's Cove, Portsmouth Harbor, N. H. | 1 | | | | | | | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Perry's Creek, Penobscot Bay, Me. | | 2 | | | | | | | | | 2 |
| Petit Menan Island, Me. | 2 | 1 | | | | | | | | | 5 |
| Plankatank River Bar, Va. | | | 2 | | | | | | | | 2 |
| Pierce's Island, Portsmouth Harbor, N. H. | | | | | 1 | | | | | | 1 |
| Pine Island, (off New London,) Conn. | | | 1 | | | | | | | | 1 |
| Placentia Island, eastern entrance Blue Hill Bay, Me. | | | | | | | | | | 1 | 1 |
| Plum Beach Shoal, Narragansett Bay, R. I. | | | | | | 1 | | | | | 1 |
| Plum Island, Long Island Sound, N. Y. | | 1 | | | 1 | | | | | | 3 |
| Plum Island, Mass. | | | | | | 1 | 2 | | | 2 | 7 |
| Plum Island Point, Mass. | | | | | 1 | 1 | | | | | 3 |
| Plum Point, Chesapeake Bay, Md. | | | 1 | 1 | | | | | | | 2 |
| Point Allerton, Boston Harbor, Mass. | | | | | | 1 | | 1 | | | 2 |
| Point Isabel, Tex. | | | | | 3 | | | | | | 3 |
| Point Judith, R. I. | 1 | | 2 | 1 | | 1 | | 3 | | | 10 |
| Point Lookout, Chesapeake Bay, Md. | | | | | | | | | 1 | | 3 |
| Point No Point, Chesapeake Bay, Md. | | 1 | | | | | | | | 1 | 2 |
| Point No Point, Conn. | | | | 1 | | | | | | | 1 |
| Point of Rocks, Lynn, Mass. | | | | | | | | | | | 1 |
| Point Pleasant, N. J. | | | 1 | | | | | | | | 1 |
| Point Seguin, Me. | | | | 1 | | | | | | | 1 |
| Pollack Rip, Mass. | | | | | | 1 | 1 | 1 | 1 | 1 | 5 |
| Pomp's Island, Moos-a-bec Reach, Me. | | | | | | 1 | | | | | 1 |
| Pond Cove, Cape Elizabeth, Me. | 1 | | | | | | | | | | 1 |
| Papasquash Point, Narragansett Bay. | | | 1 | | | | | | | | 3 |
| Poel's Island, Chesapeake Bay, Md. | | | | | | 2 | | | | | 3 |
| Pope's Island, (near,) Md. | | | | | | | 1 | | | | 1 |
| Portland Head, Cape Elizabeth, Me. | | | 1 | | | 1 | | | | | 2 |
| Port Jefferson, Long Island, N. Y. | 1 | | | | | | | | | | 1 |
| Port Morris, (rock near,) N. J. | | | 1 | | | | | | | | 1 |
| Portsmouth, N. H. | 1 | 3 | 2 | | 1 | | | 4 | | | 11 |
| Portsmouth, Va. | | | | 1 | | | | | | | 1 |
| Portsmouth, (8 miles northwest of,) N. C. | | | | | | | 1 | | | | 1 |
| Port Royal Bar, S. C. | | | | | | | 1 | | | | 1 |
| President's Roads, Boston Harbor, Mass. | | | | | | | | | | 1 | 1 |
| Promised Land, Long Island, N. Y. | | | | 5 | | | | | | | 5 |
| Prout's Neck, (rock off,) Saco Bay, Me. | | | | | | | | | | 1 | 1 |
| Provincetown, Mass. | 2 | | 7 | 4 | 1 | | | 1 | | | 16 |
| Prudence Island, Narragansett Bay, R. I. | | | | | 1 | | | | | | 1 |
| Pulpit Rock, (near Portsmouth,) N. H. | | | | | | 2 | | | | | 2 |
| Pumpkin Hill Shoal, Charleston, S. C. | 1 | | 1 | | | | | | | | 3 |
| Pumpkin Island, Portsmouth Harbor, N. H. | | | | | 1 | | | | | | 1 |
| Punta Rassa, Fla. | | | | | | | | | | | 1 |
| Quoddy Head, Me. | | 1 | 1 | 1 | | 2 | | | | | 5 |
| Quonochontaug Beach, R. I. | | | | 1 | | 1 | | | | | 2 |
| Race Point, Cape Cod, Mass. | | | 2 | 1 | | 3 | 1 | 2 | 2 | 2 | 13 |
| Race Point, (near Cutler,) Me. | | 1 | | | | | | | | | 2 |
| Race Rock, Long Island Sound, N. Y. | 1 | | | | | | | 1 | | | 2 |
| Rackliff Island, Seal Harbor, Me. | | | 1 | | | | 2 | | | | 3 |
| Ragged Point, Assateague Island, Va. | | 1 | | | | | | | | | 1 |
| Rainsford Island, Boston Harbor, Mass. | | | | | | | | 1 | | | 1 |
| Ram Island, (Kennebec River, below Bath,) Me. | | | | | | | 1 | | | | 1 |
| Ram Island Reef, Long Island Sound. | 1 | | | | | | | | | | 1 |
| Ram Island, (entrance to Portland Harbor,) Me. | | | | | | | | 1 | 2 | | 3 |
| Ram's Head Ledge, Boston Harbor, Mass. | | | | | | 1 | | | 1 | | 2 |
| Randall's Island, Long Island Sound, N. Y. | | | | | | | 1 | | | | 1 |
| Ravenwood Rock, East River, N. Y. | | | | | 1 | | | | | | 1 |
| Ray's Point, (near,) Me. | | | | | | 1 | | | | | 1 |
| Red Fish Bar, Tex. | 1 | | 2 | | | | | | | | 3 |
| Reed's Point, Albemarle Sound, N. C. | | | | | 1 | | | | | | 1 |
| Rehoboth Beach, Del. | | | 1 | | | | | | | | 1 |
| Rich Inlet, N. C. | | | 1 | | 1 | | | | | | 2 |
| Richmond Island, Casco Bay, Me. | 1 | | | | | | | | 3 | | 4 |
| Rigolets, The, La. | | | | | 1 | | | | | | 1 |
| Rip Raps, Hampton Roads, Va. | 1 | | | | | | | | | | 1 |
| Robbins' Reef Bay, New York Harbor. | | | | 1 | 1 | | | | | | 2 |
| Robinson's Beach, (Southwest Harbor,) Me. | | | | 1 | | | | | | | 1 |
| Robinson's Hole, Vineyard Sound, Mass. | | 1 | | | | 1 | | 1 | | | 3 |
| Rockaway, Long Island, N. Y. | 3 | | 1 | 1 | 1 | | | | 1 | | 7 |
| Rockaway Beach, Long Island, N. Y. | | | 1 | | | 1 | 1 | | 1 | 4 | 8 |
| Rockaway Inlet, Long Island, N. Y. | | | | | | | | 1 | 1 | 1 | 2 |
| Rockaway Shoals, Long Island, N. Y. | 1 | | | | 1 | 1 | | 1 | | 1 | 5 |
| Rock Creek, Chesapeake Bay, Md. | | | | | | | | | | 1 | 1 |
| Rockland, Me. | | 1 | 1 | 1 | | | | | | | 3 |
| Rock Point, Chesapeake Bay, Md. | | | | 1 | | | | | 1 | | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Rockport, Mass | | | | | 1 | | 2 | 1 | 1 | | 5 |
| Rocky Neck, Gloucester Harbor, Mass | | | 1 | | | | | | | | 1 |
| Rocky Point, Long Island Sound | | 1 | | | | | | | 1 | | 2 |
| Rocky Point, Plymouth Bay, Mass | | | | | | | | | | | 1 |
| Romer Shoal, N. Y. | | | 2 | 1 | 4 | 3 | 1 | 1 | 5 | 3 | 20 |
| Rose Island, R. I. | | | 1 | | | 1 | 1 | | | | 3 |
| Round Shoal, Quoddy Bay, Me | | | | 1 | 1 | | | | | | 2 |
| Royal Shoal, (northwest point,) N. C. | | | | | 1 | | | | | | 1 |
| Rumstick Shoal, Narragansett Bay, R. I. | | | | | | 1 | | | | | 1 |
| Rye Beach, N. H. | | | 2 | | 2 | | | | | | 4 |
| Rye Ledge, N. H. | | | 2 | | | | | | | | 2 |
| Rye Point, Long Island Sound, N. Y. | | | | | | | | 1 | | | 1 |
| Sabine Pass, Tex | | | | 2 | 1 | 1 | | | 1 | | 5 |
| Sachem's Head, Conn | | | 1 | | | | | | | | 1 |
| Saco, (rock near,) Me | | | | | | | 1 | | | | 1 |
| Sag Harbor, Long Island, N. Y. | | | | 1 | | | | | | | 1 |
| Sag Harbor, (12 miles east of,) N. Y. | | | | | 1 | | | | | | 1 |
| Saint Andrew's Bay, Fla | | | | | | 1 | | | | | 1 |
| Saint Augustine, (12 miles north of,) Fla | | | | 1 | | | | | | | 1 |
| Saint Augustine Bar, Fla | 1 | 1 | 1 | | | | 1 | | | 2 | 6 |
| Saint Catharine's Sound, Ga | | | | | | 1 | | | | | 1 |
| Saint George's Island, Chesapeake Bay | | | | | 1 | | | | | | 1 |
| Saint George's Sound, (east end,) Fla | | | | | | | | | | 1 | 1 |
| Saint John's Bar, Fla | 1 | 2 | 2 | 2 | 1 | | 1 | | 3 | | 12 |
| Saint Joseph's Island, Tex | | | | | | | | 1 | | | 1 |
| Saint Lucie, (10 miles north of,) Fla | | | 1 | | | | | | | | 1 |
| Saint Lucie Rocks, $8\frac{1}{2}$ miles north of Gilbert's Bar, House of Refuge, Fla | | | | | | | | | 1 | | 1 |
| Saint Simon's Bar, Ga | | | | 1 | | | | | | | 1 |
| Saint Vincent's Island, Fla | | 1 | | | | | | | | | 1 |
| Saint Vincent Sound, (west end,) Fla | | | | | | | | | | 1 | 1 |
| Sail Rock, off West Quoddy Head, Me | | | | | | | 1 | | | | 1 |
| Sakonnet Point, R. I. | | | 1 | 3 | | | | | | | 4 |
| Salem, Mass | | | | 1 | | | | 1 | 1 | | 3 |
| Salisbury Point, Mass | | | | | | | | | | 1 | 1 |
| Salt Island Ledge, (off Cape Ann,) Mass | | | | | | | | 1 | | | 1 |
| Salvages, The, (off Rockport,) Mass | | | | | | | | | | 1 | 1 |
| Sand Island, Ala | | | | | | 1 | | | | | 1 |
| Sand Island Shoals, Appalachicola Bay, Fla | | | | | | | | | 1 | | 1 |
| Sand's Point, Long Island Sound, N. Y. | | | | | | | | 1 | | | 1 |
| Sand Shoal Inlet, Va | | 1 | | | | | | | 1 | | 2 |
| Sandwich, Mass | | | | 1 | | | | | | | 1 |
| Sandy Hook, N. J. | 1 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 12 | 5 | 37 |
| Sandy Point, Albemarle Sound, N. C. | | | | | | | 1 | | | | 1 |
| Sandy Point, Chesapeake Bay | 4 | | | | | | | | | | 4 |
| Sandy Point, Conn | | | | 1 | | | | | | | 1 |
| San Bernard Bar, Tex | | | | | | | 1 | | 1 | | 2 |
| San Luis Pass Tex | | | 1 | | 1 | | 1 | 1 | 1 | 1 | 6 |
| San Luis Pass, (2 miles northeast of,) Tex | | 1 | | | | | 1 | | | | 2 |
| San Luis Pass, (2 miles southwest of,) Tex | | | | | | | 1 | | | | 1 |
| San Luis Pass, (4 miles west of,) Tex | | 1 | 1 | | | | | | | | 2 |
| San Luis Pass, (30 miles west of,) Tex | | | | | | | | | | | 1 |
| Sanibel Island, Fla | 2 | | 2 | 1 | 2 | 1 | 1 | 1 | | | 10 |
| Santa Rosa Island, Fla | | | | 1 | | | | | | | 1 |
| Saquis Point, Mass | 2 | 3 | | 3 | | | | | 1 | | 9 |
| Saybrook Bar, Conn | | | 1 | | | | | 1 | 1 | 1 | 4 |
| Saybrook Point, Conn | | | 1 | | | 1 | | | | | 2 |
| Schoodic Island, Frenchman's Bay, Me | | 1 | | 1 | | | | | | | 2 |
| Schoolship Rock, Vineyard Haven, Mass | | | 1 | | 1 | | | | | | 2 |
| Scituate, Mass | 2 | 3 | 1 | 2 | 1 | 1 | | 3 | 1 | 4 | 13 |
| Seabright, N. J. | | | | 2 | | | | 1 | | 2 | 5 |
| Sea Grove, N. J. | 1 | | | | | | 1 | | | | 2 |
| Sea-Horse Ledge, Machias Bay, Me | | | | | | | 1 | | | | 1 |
| Seal Cove, Mount Desert, Me | | | | | | | | | 1 | | 1 |
| Seal Harbor, Muscle Ridge Channel, Me | 1 | 2 | 1 | | | 1 | | 2 | 3 | 3 | 13 |
| Seal Island, Machias, Me | | 1 | | | | | | | | | 1 |
| Seal Rocks, Narragansett Bay, R. I. | | | | | | | | | 1 | | 1 |
| Sear's Island, West Penobscott Bay, Me | | 1 | | | | | | | 1 | | 2 |
| Seavey's Island, Portsmouth Harbor, N. H. | | | | | 1 | 2 | | | 1 | | 4 |
| Seven-foot Knoll, Chesapeake Bay, Md. | | | | | | | | | | | 1 |
| Seyern River, (mouth of,) Md. | | 1 | | | | | | | | | 1 |
| Sewell's Point, Hampton Roads, Va. | | | | | | | | | | 1 | 1 |
| Shalotte Inlet, N. C. | 1 | | 1 | | | | | | | | 2 |
| Shag Rocks, (Boston Harbor approaches,) Mass | | | | | | | | | 1 | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Shark River, N. J. | | 2 | 1 | | | | 1 | 1 | | | 5 |
| Sharp's Island Bar, Chesapeake Bay, Md. | | | | | | | | | | 1 | 1 |
| Sheep Island, Moos-a-bee Reach, Me. | | | | | | | | 1 | | | 1 |
| Sheep Island Bar, West Penobscot Bay, Me. | | | | | 1 | 1 | | | | 1 | 4 |
| Sheepscot River, (mouth of,) Me. | | 1 | | | | | | | 1 | 1 | 3 |
| Shinnecock, Long Island, N. Y. | 1 | | | | 2 | | | | | | 5 |
| Ship Island, (shoal off,) Miss. | | | | | | 1 | | | | 1 | 2 |
| Shippan Point Shoals, Long Island Sound, Conn. | | | | | | | | | | 1 | 1 |
| Ship Shoals, Va. | 1 | | | | | | | | 2 | | 3 |
| Shiverly Ledge, (off Spruce Head,) Me. | | 1 | | | | | | | | | 1 |
| Shore Island, R. I. | | 1 | | | | | | | | | 1 |
| Short Beach, N. J. | | | 3 | | | | | 1 | | | 4 |
| Short Islands, Englishman's Bay, Me. | | | | | | 1 | | | | | 1 |
| Shovelful Shoal, Nantucket Sound, Mass. | | 1 | 2 | | | | | | 5 | 2 | 10 |
| Sinepuxent Neck, Md. | 1 | 2 | 1 | | | | | | | | 4 |
| Sisters, The, (near Burnt-Coat Island,) Me. | | | | | | | | | | 1 | 1 |
| Sisters, The, (approaches Saint George's River,) Me. | | | | | | 1 | | | | | 1 |
| Skiff Shoals, Nantucket Sound, Mass. | | | | | 1 | | | | | | 1 |
| Skinner's Head, Marblehead Harbor, Mass. | 1 | 1 | | | | | | | | | 2 |
| Sloop Ledge, Sheepscot Bay, Me. | | | 1 | | | | | | | | 1 |
| Smith's Island, Va. | | 1 | 1 | 1 | | 1 | 3 | | | 1 | 9 |
| Smith's Island, (Isaac's Shoals,) Va. | | | | 1 | 2 | | 2 | 3 | | | 8 |
| Smith's Point, Chesapeake Bay | | | | 3 | 1 | 1 | 2 | | | | 7 |
| Smith's Point, (5 miles northwest,) Chesapeake Bay, Va. | | | | | | 1 | | | | | 1 |
| Smith's Point, Long Island, N. Y. | | 1 | 1 | | 1 | 1 | 1 | | | | 6 |
| Smith's Rock, Scituate Neck, Mass. | 1 | | | | | | | | | | 1 |
| Smithtown Harbor, Long Island, N. Y. | 2 | 1 | | | | | | | | | 3 |
| Somers Point, N. J. | | | 2 | | | | | | | | 2 |
| South Bunker's Ledge, off Great Cranberry Island, Me. | | | | | | | | | 1 | | 1 |
| South Chatham, Mass. | | 1 | | | | | | | | | 1 |
| Southern Island, (near Saint George,) Me. | | 1 | | | | | | | | 1 | 2 |
| South Harwich, Mass. | | | | 1 | | | | | | | 1 |
| South Island, Fishing Bank, S. C. | | | | 1 | | | | | | | 1 |
| South Norwalk, Conn. | | | | | 1 | | | | | | 1 |
| Southport Bar, Conn. | | 1 | | | | | | | | | 1 |
| South Saint George, Me. | 2 | | | | | | | | | | 2 |
| South Thomaston, (ledge off Sleeper's Point,) Me. | | | | | | | 1 | | | | 1 |
| Southwest Harbor, (Mount Desert Island,) Me. | | | | | | | 1 | | 1 | | 2 |
| Southwest Ledge, New London, Conn. | | | | 1 | | | | | | | 1 |
| Southwest Pass, mouth of Mississippi River, La. | 1 | | | | | | | | | | 1 |
| Sow and Pigs, Vineyard Sound, Mass. | 1 | | | 2 | 1 | | | 1 | 1 | 2 | 8 |
| Spectacle Island, Cumberland Inlet, Ga. | 1 | | | | | | | | | | 1 |
| Sperlin's Cove, Great Cranberry Island, Me. | | | | | | | | | | 1 | 1 |
| Spindle Rock, south side Rose Island, R. I. | | | | | 1 | | | | | | 1 |
| Spring Lake, N. J. | | | | | | | | | | 1 | 1 |
| Sprague's Neck, (east side Machias Bay,) Me. | | | | | | | | 1 | | | 1 |
| Spruce Head Island, Muscle Ridge Channel, Me. | | | 1 | | 1 | 1 | 1 | 1 | | | 5 |
| Spruce Island, (off Machias,) Me. | | 1 | | | | | | | | | 1 |
| Spruce Point, Booth Bay Harbor, Me. | 1 | | | 1 | | | | | | | 2 |
| Squam Beach, Mass. | | | | | 2 | 1 | 1 | 1 | | | 4 |
| Squan Beach, N. J. | 2 | 1 | | 2 | 3 | 1 | | 3 | | | 12 |
| Squash Meadow Shoals, Vineyard Sound, Mass. | | | | | | 1 | | | | | 1 |
| Squid Ledge, Block Island Sound, R. I. | | | | | | | 1 | | | | 1 |
| Squippocket Beach, Mass. | | | | | 1 | | | | | | 1 |
| Squirrel Island, entrance to Town's End Harbor, Me. | | | | | | | | 1 | | | 1 |
| Stage Island, Saco Bay, Me. | | | 1 | | | | | | | | 1 |
| Stage Island, Kennebec River Entrance, Me. | | | 1 | | | | | | 1 | | 1 |
| Stanford, Conn. | | | 1 | 2 | 2 | | | | | | 5 |
| Stanley's Point, Me. | | | | 1 | | | | | | | 1 |
| Staten Island, N. Y. | 1 | | | | | 1 | | | | 2 | 5 |
| Steel Coat or Steel Harbor Island, Englishman's Bay, Me. | | | | | | | | 1 | 1 | | 2 |
| Stone Beacon Ledge, Portsmouth Harbor, N. H. | 1 | | | | | | | | | | 1 |
| Stone Horse Shoal, Nantucket Sound, Mass. | 1 | 1 | | 1 | | 3 | | 1 | 1 | | 8 |
| Stonington Harbor, Conn. | | | | | | | | 1 | 1 | | 2 |
| Stono Inlet, S. C. | | | 1 | | | | 1 | | | | 3 |
| Stony Point, Cape Poge, Mass. | 1 | | | | | 1 | | | | | 2 |
| Straitsmouth Island, (off Cape Ann,) Mass. | | | 1 | | | | 1 | | 1 | | 3 |
| Stratford Shoals, Conn. | 1 | | | | | | 1 | 1 | | 1 | 4 |
| Straw's Point, (ledge near,) N. H. | | | 1 | | | | | | | | 1 |
| Success Rock, Long Island Sound, N. Y. | | | | | | 1 | | 1 | | | 2 |
| Sugar Loaf (mouth of Kennebec River), Me. | | | | 1 | | | | | | 1 | 2 |

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ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Sugar Reef, (near Watch Hill,) R. I. | | | | | 2 | | 1 | 1 | | | 4 |
| Sunken Meadows, (near Hell Gate,) N. Y. | | | | | | | | | | 1 | 1 |
| Sutton's Island, (ledges off,) Me | | | | | | | | 1 | | | 1 |
| Swampscot, Mass | | | | | | | | 1 | | | 1 |
| Swan Island, Pamlico Sound, N. C. | | | | | | | | 1 | | | 1 |
| Sweet's Island, Chesapeake Bay, Md | | 1 | | | | | 1 | | | | 2 |
| Sweet's Island, Sheepscoot River, (mouth of,) Me | | 1 | | | | | | | | | 1 |
| Tally's Point, Chesapeake Bay, Md | | 1 | | | | | | | | | 1 |
| Tampa, Fla | | 1 | | | | | | | | | 1 |
| Tampa Bay, (rocks near,) Fla | | | | | | 1 | | | | | 1 |
| Tampa Bay, (30 miles south of entrance,) Fla | | | | | | 1 | | | | | 1 |
| Tanner's Point, Long Island, N. Y. | | 1 | | | | | | | | | 1 |
| Tarpanlin Cove, Vineyard Sound, Mass | | 1 | | | | | | | | | 1 |
| Taylor's Island, Chesapeake Bay, Md. | | | 1 | | | | | | | 1 | 2 |
| Tennant's Harbor, Me. | | 1 | 1 | | | | | | | | 2 |
| Ten-Pound Island, Gloucester Harbor, Mass | | | | 1 | | 1 | | | | 1 | 3 |
| Thatcher's Island, Mass. | | | | 1 | | | | | | 1 | 2 |
| Thimble, The, Long Island Sound. | 2 | | | 1 | | | | | 1 | 1 | 5 |
| Thompson's Ledge, Cranberry Island, Me | | | | 1 | | | | | | | 1 |
| Three Sisters, Chesapeake Bay | | | | 1 | | | | | | | 1 |
| Thomas' Ledge, Fox Island Thoroughfare, Me | | | | | | 1 | | | | | 1 |
| Thomas Point Shoal, Chesapeake Bay, Md. | | | | | | | | 1 | | | 1 |
| Throg's Point, (rock near,) Long Island Sound. | | | | 1 | | | | | | | 1 |
| Thurlow's Island, Deer Island Thoroughfare, Me | | | | | | 1 | | | | | 1 |
| Tiger Island, Ga. | | | | | | | 1 | | | | 1 |
| Tighman's Island, Chesapeake Bay, Md | | | | 1 | | | | | | | 1 |
| Timbalier Island, La. | | 1 | | 1 | | | | | 1 | 2 | 4 |
| Tiverton, R. I. | | 1 | 1 | | | | | | | | 2 |
| Toddy Rocks, Boston Harbor, Mass | | | | 1 | | 1 | | | | | 2 |
| Tom Moore's Rocks, Mass. | | | | 1 | | 1 | | | | | 2 |
| Tom Never's Head, Nantucket Sound, Mass. | | | 1 | | | | | | | | 1 |
| Tom's River, N. J. | | | | 1 | | | | | | | 1 |
| Tom's Rock, (off Kennebec River,) Me. | | | | | | 1 | | | | 1 | 2 |
| Townsend's Inlet, N. J. | | | 2 | 2 | | 2 | 4 | 5 | 2 | | 17 |
| Truro, Mass | 1 | 1 | | | 2 | | | | | | 4 |
| Tucker's Beach, N. J. | | | | | 1 | 1 | | | | 1 | 3 |
| Tuckernuck Shoals, Nantucket Sound, Mass. | 2 | 1 | 2 | 1 | 1 | 1 | 2 | | | 6 | 15 |
| Turner's Shoal, Assateague, Va. | | | 1 | | | | 1 | | 6 | | 8 |
| Turtle Gut Inlet, N. J. | 1 | 1 | | | | | 2 | | 1 | | 5 |
| Two Bush Reef, West Penobscot Bay, Me. | | | | | 1 | | | 1 | | | 2 |
| Tybee Island, Ga. | | 1 | | | | | 1 | | | | 2 |
| Vin-yard Haven, Mass. | | 4 | 12 | 6 | 3 | 2 | 1 | 3 | 2 | 1 | 34 |
| Wade's Point, Chesapeake Bay, Md | | | | | | | | | | | 1 |
| Wading River, Long Island, N. Y. | | | | | 1 | | | | | | 1 |
| Wallop's Beach, Va. | | | | | | | | | | | 1 |
| Warwick Neck, Narragansett Bay, R. I. | | | | | | | 1 | | | | 1 |
| Washington Shoal, Block Island Sound, N. Y. | | | | | | | | 1 | | 1 | 2 |
| Wasque Bluff, Martha's Vineyard, Mass. | | | | | | | | 1 | | | 1 |
| Watchapreague Inlet, Va. | | | | | | 1 | | | | | 1 |
| Watchapreague Inlet, (Dawson's Shoals,) Va. | 2 | 3 | | 1 | | 2 | 1 | | | | 9 |
| Watch Hill, R. I. | | | | 2 | 2 | 1 | | 2 | | 2 | 7 |
| Wellfleet, Cape Cod, Mass | | | | 1 | | 1 | | | | | 2 |
| Well's Beach, Me | | | | | | 1 | | 1 | | 1 | 3 |
| Weskeag River, (mouth of,) Me. | | | | | 1 | | | | | | 1 |
| Weskeag Beach, (4 miles northeast,) Narragansett Bay, R. I. | | | | | | | | | | 1 | 1 |
| West Chop, Vineyard Sound, Mass | | | 1 | 1 | 3 | 2 | | 1 | | | 8 |
| West Clump, Fisher's Island Sound, Conn. | | | | | | | | | 1 | | 1 |
| West Dennis, Cape Cod, Mass | | | | 1 | | | | | | | 1 |
| West Hampton Bar, Long Island | | | 1 | | | | | | 1 | | 2 |
| West Island, Buzzard's Bay, Mass. | | | | | | 1 | | | | | 1 |
| Westport Point, Mass | | 1 | | | | | | | | | 1 |
| West Quoddy Head, Me. | | | 1 | | | | 1 | 1 | 1 | 2 | 6 |
| West Sister, The, Portsmouth Harbor, N. H. | | | | | 1 | | | | | | 1 |
| West Triangle, Me. | | | | 1 | | | | | | | 1 |
| Whale Back Shoal, Cape Cod, Mass | | | | 1 | | | | | | | 1 |
| Whale Rock, Narragansett Bay, R. I. | | | | 1 | 1 | | | | | | 2 |
| Wheaton's Reef, Long Island Sound, Conn. | | | | | | | | 1 | | 2 | 3 |
| Wheeler's Bay, Me | | | | | | | | 2 | | | 2 |
| White Head, (1 mile south of light,) Me. | | | | 1 | | | | | | | 1 |
| White Head Island, Penobscot Bay, Me. | | | | | | 2 | 1 | 1 | | 1 | 5 |
| White Ledge, near Tennant's Harbor, Me. | | | | | | | | | 1 | | 1 |
| Whitestone Point, N. Y. | | | | 1 | | | | | | | 1 |
| Whortleberry Island, Long Island Sound | | | | 1 | | | | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Wickford, R. I. | | | | | | | 1 | | | | 1 |
| Wicopeset Island and Reefs, Conn. | | | 1 | | | | 1 | | | 1 | 3 |
| Willoughby Spit, Chesapeake Bay, Va. | | | 1 | | | | | | 1 | | 2 |
| Windmill Point, Chesapeake Bay, Va. | | | | | | 1 | | | | 1 | 1 |
| Windmill Point, Stonington, Conn. | | | | | | | | | 1 | | 1 |
| Winter Quarter Shoals, Va. | | | | 2 | | | | | | 1 | 3 |
| Winthrop Head, Boston Bay, Mass. | | | 1 | | | | | | | | 1 |
| Wolf Island Spit, Ga. | | | | | | 1 | | | | | 1 |
| Wolftrap Shoal, Mobjack Bay, Va. | | 1 | | | | | 1 | | | | 2 |
| Wood End, Cape Cod, Mass. | 1 | 1 | 4 | | | | | | | 2 | 8 |
| Wood's Holl, Mass. | | | 1 | | | 2 | 1 | 1 | | 1 | 6 |
| Wood Island, Saco Bay, Me. | | 1 | 1 | | 2 | | 1 | 1 | 1 | 1 | 7 |
| Wood Island, entrance to Portsmouth Harbor, N. H. | | | | | | | | | 1 | | 1 |
| Wood Island Ledges, Kennebeck River, Me. | | | 1 | | | | | | | 1 | 2 |
| Woodville Landing, Conn. | | | | 1 | | | | | | | 1 |
| Wormell's Ledge, Quoddy Bay, Me. | | | | | | | | 1 | 2 | | 3 |
| Wreck Pond Inlet, N. J. | | | | | | | 1 | | | | 1 |
| Wreck Shoals, Mass. | | | 1 | | | | | | | | 1 |
| Yellow Ledge, (Muscle Ridge Channel,) Me. | | | | | | | | 1 | | | 1 |
| York Beach, Me. | | | 1 | | | | | | | | 1 |
| York Ledge, Me. | 1 | | | | | | | | | | 1 |
| York Point, Blue Hill Bay, Me. | | | 1 | | | | | | | | 1 |
| York Spit, Chesapeake Bay, Va. | | | | | 1 | | | | | | 1 |
| Young's Point, Fox Island Thoroughfare, Me. | | | | | | | 1 | | | | 1 |
| Zeek's Island, N. C. | | | | | | | | | | 1 | 1 |

PACIFIC COAST.*

| | | | | | | | | | | | |
|--|---|---|---|---|---|---|---|---|---|---|----|
| Albion River, (mouth of,) Cal. | | | 1 | | | | | 1 | | | 2 |
| Alcatraz Island, San Francisco Bay, Cal. | | 1 | | | 1 | | | | | | 2 |
| Angel Island, San Francisco Bay, Cal. | | | | 1 | | | | | | | 1 |
| Arch Rock, San Francisco Bay, Cal. | | 1 | | | | 1 | | | | | 2 |
| Astoria, Oreg. | | | | | | | 1 | | | | 1 |
| Belkopsky, (10 miles north of,) Alaska. | | | | | | | | 1 | | | 1 |
| Berkeley, San Francisco Bay, Cal. | | | | 1 | | | | | | | 1 |
| Bird Rocks, Rosario Straits, Wash. | | | | | | | | | 1 | | 1 |
| Black Point, San Francisco Bay, Cal. | | | | 1 | | | | | | | 1 |
| Bodega Bar, Cal. | | | | | | | | 1 | | | 1 |
| Bodega Head, Cal. | | | | 2 | | | | | | | 2 |
| Bolinas, Cal. | | | 1 | | | | | | 1 | | 2 |
| Bowen's Landing, Mendocino County, Cal. | 2 | 1 | 1 | | | | 1 | 1 | | | 6 |
| Bridgeport Landing, Mendocino County, Cal. | | | | | | | | 1 | | | 1 |
| Brother's Island, San Francisco Bay, Cal. | | | | 1 | | 1 | | | | | 2 |
| Burrows Island, Rosario Strait, Wash. | | | | | | | | 1 | | | 2 |
| Cape Blanco Channel, (rock in,) Oreg. | | | | | | | | 1 | | | 1 |
| Cape Blanco, (2½ miles north of,) Oreg. | | | | | | | | | 1 | | 1 |
| Cape Flattery, Wash. | 1 | | | | | | | | | | 1 |
| Cape Hancock, or Cape Disappointment, Wash. | | | | | | 1 | | | | | 1 |
| Cape Prince of Wales, (20 miles north of,) Alaska. | | | | | | | | 1 | | | 1 |
| Caspar, Cal. | | | | 1 | | | 1 | | | 1 | 3 |
| Catalina Island, Cal. | | | | | | | 1 | | | | 1 |
| Chernobour Rocks, Alaska. | | | | | | | 2 | 1 | | | 3 |
| Clatsop Spit, (mouth of Columbia River) | | | | | | 2 | | 3 | 1 | | 6 |
| Columbia River Bar. | 1 | 4 | 1 | 1 | 1 | 2 | 1 | 1 | | 1 | 13 |
| Columbia River Bar, (12 miles southeast of,) Oreg. | | | | | | | | 1 | | | 1 |
| Columbia River (10 miles north of), Wash. | | | | | | | 1 | | 1 | | 2 |
| Coos Bay Bar, Oreg. | | 1 | 1 | 2 | 1 | 1 | | | 2 | | 8 |
| Coquille River, (mouth of,) Oreg. | | | | | | 2 | | | | | 2 |
| Coquille River, (5 miles south of,) Oreg. | 1 | | | | | | | | | | 1 |
| Cottoneva, Cal. | 1 | | | | | | | | | | 1 |
| Crescent Bay, Wash. | | 1 | | 1 | 1 | | | | | | 3 |
| Crescent City, Cal. | 1 | 1 | 1 | 2 | 3 | | | 1 | | | 9 |
| Cuffey's Cove, Cal. | 1 | | | | 1 | | 1 | | | 2 | 5 |
| Deadman's Island, San Pedro Bay, Cal. | | | | 1 | | | | | | | 1 |
| Drake's Bay, Cal. | | 2 | | | | | | | | | 2 |
| Duxbury Point Reef, Cal. | | 1 | 1 | | | | | | | | 2 |
| East Brother Island, San Francisco Bay, Cal. | | | | | | 1 | | | | | 1 |
| Ediz Hook, Wash. | | | | 1 | | | | | | | 1 |

* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Eel River Bar, Cal | | 2 | | | | | | 2 | | 1 | 5 |
| Farallon Islands, Cal | | | | 1 | | | | | | | 1 |
| Ferguson's Cove, (near Point Arena,) Cal | | | | | | | 2 | 1 | | | 3 |
| Fidalgo Island, Alaska | | | | 1 | | | | | | | 1 |
| Fish Rocks, Cal | | 1 | 1 | 1 | 1 | 1 | | | | | 5 |
| Fort Point, San Francisco Bay, Cal | 1 | | | | | 2 | | | | | 3 |
| Fort Ross, Cal | | | | 1 | | 1 | | | | 1 | 3 |
| Fresh Water Bay, Wash | | | | 1 | | | | | | | 1 |
| Gerstler's Cove, Cal | | 1 | | | | | | | | | 1 |
| Golden Gate, Cal | | | | | 1 | 1 | 1 | | | | 3 |
| Goleta, Cal | | 1 | | | | | | | | | 1 |
| Golorin Sound, Alaska | | | | | | 1 | | | | | 1 |
| Gray's Harbor, (south spit,) Wash | | | | | 1 | | | | | | 1 |
| Gualala, Cal | | | | | | | | | | | 1 |
| Hen and Chickens Rocks, San Francisco Bay, Cal | | | | | | | | | | 1 | 1 |
| Hueneme, Cal | | | | | | | 1 | | | | 1 |
| Humboldt Bar, Cal | | 2 | | | | | 1 | | | | 3 |
| Hunter's Point, San Francisco Bay, Cal | | 1 | | | | | | | | | 1 |
| Karluk, Kadiak Island, Alaska | | | | | | 1 | | | | | 1 |
| Karquines Strait, Cal | 1 | | | 2 | | | | | | | 3 |
| Koronsky Island, (unknown reef near,) Alaska | | | | | | | | 1 | | | 1 |
| Laguna, Mendocino County, Cal | | | | | | | | | 1 | | 1 |
| Lime Point, San Francisco Bay, Cal | | 1 | | | | 1 | | 1 | | | 3 |
| Little River, (mouth of,) Cal | | 1 | 1 | 1 | | | 3 | | 1 | | 7 |
| Marrowstone Point, Wash | | | | | | | 1 | | 1 | | 2 |
| Maury Island, Puget Sound, Wash | | | | | | | | 1 | | | 1 |
| Mendocino, Cal | | 1 | | | | | | | | 2 | 3 |
| Middle Ground, Suisun Bay, Cal | | | | 1 | | | | | | | 1 |
| Mile Rocks, entrance to San Francisco Bay Cal | 1 | 2 | | 1 | 1 | | 1 | | | 1 | 7 |
| Mission Rocks, San Francisco Bay, Cal | | | 1 | | | | | | | | 1 |
| Monterey Harbor, Cal | | | 1 | | | | | | | | 1 |
| Mora Bay, Cal | 2 | | | | | | | | | | 2 |
| Navarro River, (mouth of,) Cal | | | 1 | | | | | | 1 | 1 | 3 |
| Neah Bay, Wash | | | | | | 2 | | | | | 2 |
| New Dungeness, Wash | | | 2 | | | | | | | | 2 |
| Newport, Cal | | | | 1 | | | | 1 | | | 2 |
| Nisqually River, (mouth of,) Puget Sound | | | | | 1 | | | | | | 1 |
| North Beach, San Francisco Bay, Cal | | | | 1 | | | | | 1 | | 2 |
| Noyo River, (mouth of,) Cal | | 1 | | | 1 | | | | | | 2 |
| Oak Harbor, (rock in,) Puget Sound, Wash | | | | | | | | | | 1 | 1 |
| Oakland, Cal | | | | | | | | | | 1 | 1 |
| Ounalaska Island, Alaska | | | | 1 | | | | | | | 1 |
| Ounga Island, Alaska | 1 | | 1 | | | | | | | | 2 |
| Peacock Spit, mouth of Columbia River | | | | | | | 1 | | | | 1 |
| Pearl Island, entrance of Roche Harbor, Wash | | | | | | | | 1 | | | 1 |
| Pillar Point, Cal | 1 | | | | | | | | | | 1 |
| Pillar Point, Straits of Fuca, Wash | | | | | | | | 1 | | | 1 |
| Point Adams, Oreg | | | 1 | | | | | | | | 1 |
| Point Arena, Cal | | | 1 | 1 | 1 | | | | | 1 | 4 |
| Point Arena, (8 miles south of,) Cal | | | | | | | | 2 | | | 2 |
| Point Belcher, Alaska | | | | | | | | 1 | | | 1 |
| Point Bonita, Cal | | 1 | | | | | | | | | 1 |
| Point Bonita, (5 miles northwest of,) Cal | | | 1 | | | | | | | | 1 |
| Point Bonita, (14 miles north of,) Cal | | | | | | | | | | 1 | 1 |
| Point Conception, Cal | | | | | | | | | 1 | | 1 |
| Point Fermin, Cal | | | | | | | | | | | 1 |
| Point Greenville, Wash | | | | | 1 | | | | | | 1 |
| Point Lobos Golden Gate, Cal | | | | | | 1 | | | | | 1 |
| Point Montara Reef, (near,) Cal | | | | | 1 | | | | | | 1 |
| Point of Rocks, Mission Bay, Cal | | | | | | | | | | | 1 |
| Point Reyes, Cal | 1 | 1 | 1 | | | | | 1 | 1 | | 5 |
| Point Sal, Cal | | 1 | | | | 1 | | | | | 2 |
| Point San Luis, (1 mile west of,) Cal | | | | | 1 | | | | | | 1 |
| Point San Pedro, Cal | | | | | 1 | | | | | | 1 |
| Point Wilson, Wash | | | | | | 1 | | | | | 1 |
| Port Ludlow, Wash | | | | | | | | | | 1 | 1 |
| Port Orford, Oreg | | | | | | | | | 1 | | 1 |
| Port Orford, (15 miles south of,) Oreg | | 1 | | | | | | | | | 1 |
| Port Susan, Wash | | | | | | | | | 1 | | 1 |
| Port Townsend, Wash | | | | | | | | | | 1 | 1 |
| Prince of Wales Island, Alaska | | | | | 1 | | | | | | 1 |
| Protection Island, (south spit,) Wash | | | | | | | | | | 1 | 1 |
| Red Rock, San Francisco Bay, Cal | | | | | 1 | | | | | | 1 |
| Rockport, Cal | | | | | | | | 1 | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Rocky Point, Cal | 1 | | | | | | | | | | 1 |
| Rogue River Bar, Oreg | | | | 2 | | | | | 1 | | 3 |
| Rough and Ready, 5 miles south of Point Arena, Cal | | 1 | | | | | | | | | 1 |
| Russian Landing, Sonoma County, Cal | | | | | | | | | 1 | | 1 |
| Sacramento River, (mouth of), Cal | | | | | | 1 | | | | | 1 |
| Saint Lawrence Island, Behring Sea, Alaska | | | | | 1 | | | | | | 1 |
| Saint Paul Island, (ledge off), Alaska | | | | | 1 | | | | | | 1 |
| Salmon Creek, Cal | | 1 | | | | | | | | | 1 |
| San Buenaventura, Cal | 1 | | | | | | | | | | 1 |
| San Diego Bay, Cal | | 1 | | | | | | | 1 | 1 | 3 |
| San Francisco Bay, Cal | | | | | | | | 2 | | | 2 |
| San Juan de Capistrano, Cal | | | | | | | 1 | | | | 1 |
| San Juan Island, Straits of Fuca, Wash | 1 | | | | | | | | | | 1 |
| San Miguel, Island, Cal | | | | 2 | 1 | | | | | 1 | 4 |
| San Pablo Bay, Cal | | 1 | | | | | 1 | | | | 2 |
| San Pedro Bay, Cal | | | | | 1 | | | | | | 1 |
| San Simeon, Cal | | | | | | | | | | 1 | 1 |
| Sand Island, Oreg | | | 1 | | | | | | | | 1 |
| Santa Cruz Point, Cal | 1 | | | 1 | | | | | | | 2 |
| Shoalwater Bay, Wash | | | | 1 | | 2 | | | 2 | 2 | 7 |
| Shumagin Islands, Alaska | | | | | | | | | 1 | | 1 |
| Sitka, (4½ miles southeast of,) Alaska | | | | | | | 1 | | | | 1 |
| Smith's River, (mouth of,) Cal | | 1 | 1 | | 1 | | | | 1 | | 4 |
| Soquel, Cal | | | | | 1 | | | | | | 1 |
| Stewart's Point, Sonoma County, Cal | | | | | 1 | | | | 1 | | 2 |
| Tacoma, Wash | | | | | | | 1 | | | | 1 |
| Tacoma, (10 miles north of,) Wash | | | | | | | | | 1 | | 1 |
| Ten-mile Beach, (7 miles north of Big River,) Cal | | | | | | | | 1 | | | 1 |
| Tillamook Bar, Oreg | | | | | 1 | | | | | | 1 |
| Timber Cove, Cal | | | | | | | 1 | | | | 1 |
| Tomaes Point, Cal | | | | | | | | | | 1 | 1 |
| Trinidad, Cal | | 1 | | | | | | | | | 1 |
| Tumbo Island, (reef off,) British Columbia | | | | | | | | | | 1 | 1 |
| Umpqua Bar, Cal | | | 1 | | | | | | | | 1 |
| Umpqua Bar, (4 miles north of,) Oreg | | | | | | | 1 | | | | 1 |
| Utsaladdy Bay, Wash | | | | | | | 1 | | | | 1 |
| Wainwright Inlet, (west coast of,) Alaska | | | | | | | | | | | 1 |
| Westport, Mendocino County, Cal | | | 1 | 1 | | | | | | 2 | 4 |
| Whitesboro' Landing, Mendocino County, Cal | | | | | | | 1 | | 1 | 2 | 4 |
| Wayanda Rock, Peril Straits, Alaska | | | | | | | 1 | | | | 1 |
| Yaquina Bay, Oreg | 1 | 1 | | | | | | 1 | | 1 | 4 |

LAKE COASTS.*

[NOTE—This list includes also places on the Canadian shore where American vessels have stranded.]

| | | | | | | | | | | | |
|--|--|---|---|---|---|---|---|---|---|---|----|
| Ahnapee, Lake Michigan, Wis | | | 1 | | | 3 | | | | | 4 |
| Alabaster, Lake Huron, Mich | | | | | 1 | | | 1 | | | 1 |
| Alaska, Lake Michigan, Wis | | | | | | | | | | | 1 |
| Alcona, Lake Huron, Mich | | 2 | | | | 1 | | | | | 3 |
| Amherstburg, Detroit River, Canada | | 1 | | | | | | | | | 1 |
| Amherst Island, Lake Ontario, Canada | | | 1 | | | | | 1 | | | 2 |
| Ashland Bay, Lake Superior, Wis | | | | | 1 | | | | | | 1 |
| Ashtabula, Lake Erie, Ohio | | 2 | | 1 | | 1 | | | 1 | 1 | 6 |
| Ashtabula, (8 miles southwest of,) Lake Erie, Ohio | | | | | 1 | | | 1 | | | 2 |
| Au Sable, Lake Huron, Mich | | 1 | | | 2 | | | 1 | | | 4 |
| Bad River (mouth of,) Lake Superior, Wis | | | | | | | | 1 | | | 1 |
| Bailey's Harbor, Lake Michigan, Wis | | | | | | 7 | | | 1 | 2 | 10 |
| Barcelona, Lake Erie, N. Y. | | 1 | | | | | | | | | 1 |
| Bark River, (mouth of,) Green Bay, Mich | | 1 | 1 | | | 1 | | | | | 3 |
| Bar Point, Lake Erie, Canada | | 1 | | | 1 | | | 2 | | | 6 |
| Bay View, Lake Erie, N. Y. | | | | | | | | | | | 1 |
| Beaver Bay, (2 miles northeast of,) Lake Superior | | | | | 1 | | | | 1 | | 1 |
| Beaver Bay, (8 miles northeast of,) Lake Superior | | | | | 1 | | | | | | 1 |
| Beaver Island, Lake Michigan, Mich | | | 1 | 2 | 2 | 3 | 1 | 2 | 4 | 3 | 14 |
| Beaver Tail Point, Lake Huron, Mich | | | | | | | | | 1 | | 1 |
| Belle Island, Detroit River, Mich | | | | 2 | | | | | | | 2 |
| Biddle's Point, Lake Michigan, Mich | | | 1 | | | | | | | | 1 |
| Big Charity Island, Lake Huron, Mich | | | | | | | | | | 1 | 1 |

* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Big Point au Sable, Lake Michigan, Mich..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| Big Point au Sable, (6 miles north of,) Lake Michigan, Mich..... | | | | | | | 1 | | | | 1 |
| Big Sandy Creek, Lake Ontario, N. Y..... | | | | 5 | 6 | 4 | 4 | 1 | | | 23 |
| Big Sandy Creek, (5 miles north of,) Lake Ontario, N. Y..... | | | | | | 2 | | | | | 2 |
| Big Soda, Lake Ontario, N. Y..... | | 2 | | 2 | | | | 1 | | | 5 |
| Big Summer Island, Lake Michigan, Mich..... | | | | | | | | 1 | | | 1 |
| Black Lake Harbor, Lake Michigan, Mich..... | | | | 1 | | | | | | | 1 |
| Black River, Lake Erie, Ohio..... | | | | | | | 1 | | | | 1 |
| Black River, Lake Huron, Mich..... | | | | | | | | 1 | 1 | | 2 |
| Black River, Lake Michigan, Wis..... | | | | 1 | | | | | | | 1 |
| Black Island Reef, Lake Huron, Mich..... | | | | 2 | 2 | | | | | | 4 |
| Bois Blanc Island, Detroit River, Canada..... | | | 1 | | | 3 | 1 | 1 | | | 6 |
| Bois Blanc Island, Straits of Mackinac, Mich..... | | | | 1 | | 2 | | | 1 | | 4 |
| Braddock's Point, Lake Ontario, N. Y..... | 1 | | | | | | 1 | | | | 2 |
| Brule Point, Lake Superior, Minn..... | | | | | | | | | | 1 | 1 |
| Buffalo, Lake Erie, N. Y..... | 1 | 2 | | 6 | 4 | 1 | 3 | 2 | 2 | 1 | 22 |
| Burnt Cabin Point Reef, Lake Huron, Mich..... | | 1 | | | | 1 | | 1 | | | 3 |
| Buckhorn Dock, Lake Erie, Canada..... | 1 | | | | | | | | | | 1 |
| Calumet, Lake Michigan, Ill..... | | | | | | 1 | | | | | 1 |
| Calumet, (14 miles south of,) Lake Michigan, Ill..... | | | | | | 1 | | | | | 1 |
| Cana Island, Lake Michigan, Wis..... | | | | | 1 | | | | | | 1 |
| Cape Vincent, Saint Lawrence River, N. Y..... | | | | | | | 1 | | | | 1 |
| Carlton, Lake Michigan, Wis..... | | | | 1 | | | | | | | 1 |
| Caseville, Lake Huron, Mich..... | | | | | | | 2 | | | | 2 |
| Caseville, (8 miles northeast of,) Lake Huron, Mich..... | | | | | | | | 1 | | | 1 |
| Cattaraugus Creek, (mouth of,) Lake Erie, N. Y..... | | | | | | | | 1 | | | 1 |
| Cat-Head Point, Lake Michigan, Mich..... | | | | | | | 2 | | | | 2 |
| Cedar Point, Lake Huron..... | | | | 1 | | | | | | | 1 |
| Cedar Point, Sandusky Bay, Lake Erie, Ohio..... | | | | 2 | 1 | | | 1 | | 1 | 5 |
| Cedar River, Lake Michigan, Mich..... | | | | | | | | 1 | 1 | | 2 |
| Centreville, Lake Michigan, Mich..... | | | | | | 1 | | | | | 1 |
| Charity Shoal, Lake Ontario..... | | | | | | 1 | | | 1 | | 2 |
| Charlevoix, Lake Michigan, Mich..... | 1 | | | | | | 1 | | | | 2 |
| Charlotte, Lake Ontario, N. Y..... | | | 2 | | | 1 | | 1 | | 1 | 5 |
| Charlotte, (5 miles west of,) Lake Ontario, N. Y..... | | 1 | | | 1 | | | | | | 2 |
| Chaquanegon Point, Lake Superior, Wis..... | | | | 1 | 1 | | | | | | 2 |
| Cheboygan, (Straits of Mackinac,) Mich..... | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | | 6 |
| Cheboygan, (18 miles east of,) Straits of Mackinac, Mich..... | | | | | 1 | | | | | | 1 |
| Chicago Harbor, Lake Michigan, Ill..... | | 3 | | 4 | 1 | 2 | 4 | 1 | 1 | | 16 |
| Chick-e-no-lee Reef, Lake Erie, Canada..... | | | | 1 | | | 1 | | | | 2 |
| Choccolay River, (1 mile east of,) Lake Superior..... | 1 | | | | | | | | | | 1 |
| Christian Island, Lake Huron, Canada..... | | | | | 1 | | | | | | 1 |
| Clay Banks, Lake Erie..... | | | | 2 | 1 | | | | | | 3 |
| Clay Banks, Lake Michigan, Wis..... | | | | 2 | 1 | | | | | | 3 |
| Cleveland, Lake Erie, Ohio..... | | 1 | | 2 | 3 | 3 | | 5 | | 1 | 15 |
| Cockburn Island, Lake Huron, Canada..... | | | 2 | | | | | | | | 2 |
| Colchester Reef, Lake Erie, Canada..... | | | 1 | | 1 | 5 | | | | | 7 |
| Collingwood, Lake Huron, Canada..... | | | 1 | 1 | | | | 1 | 1 | | 4 |
| Conneaut, (4 miles east of,) Lake Erie, Ohio..... | | | 1 | | | | | | | | 1 |
| Copper Harbor, (reef at entrance,) Lake Superior, Mich..... | | | | | | 1 | | | | | 1 |
| Cove Island, (entrance Georgian Bay,) Canada..... | | | | | 1 | | | 1 | 1 | | 3 |
| Cross Village, (3 miles north of,) Lake Michigan, Mich..... | | | | | | | | | 1 | | 1 |
| Death's Door, Lake Michigan, Wis..... | 1 | | | | | 1 | | | | | 2 |
| Detour, Detour Passage, Mich..... | | 1 | | 2 | 1 | | 3 | 1 | 1 | | 9 |
| Dunkirk Harbor, Lake Erie, N. Y..... | | | | | | 1 | | | | | 1 |
| Eagle Harbor, Green Bay, Lake Michigan, Wis..... | | | 1 | | | | | | | | 1 |
| Eagle Harbor, Lake Superior, Mich..... | | | | | | 1 | | | | | 1 |
| East Hamburg, Lake Erie, N. Y..... | 1 | | | | | | | | | | 1 |
| East Sister Reef, Lake Erie, Canada..... | | | 1 | | | | | | | | 1 |
| Eleven-foot Shoals, Green Bay, Lake Michigan..... | | | | | 1 | 1 | 2 | | | | 4 |
| Eleven-foot Shoals, 4 miles below Kingston, Lake Ontario, Canada..... | | | | | | | | | | 1 | 1 |
| Elk Creek, Lake Erie, Pa..... | | | | 1 | | | | | | | 1 |
| Elk Rapids, Lake Michigan, Mich..... | | | | 1 | | | | 1 | | | 2 |
| Ellison Bay, Lake Michigan, Wis..... | 1 | | | | 1 | | | | | | 2 |
| Erie Harbor, Lake Erie, Pa..... | | 1 | | 2 | 1 | | 1 | | | 1 | 6 |
| Erie, (4 miles east of,) Lake Erie, Pa..... | | | | | 4 | | | | | | 4 |
| Erie, (reef 9 miles east of,) Lake Erie, Pa..... | | | | | 1 | | | | | | 1 |
| Escanaba, (6 miles south of,) Lake Michigan, Mich..... | | | | | | | 1 | | | | 1 |
| Evanston, Lake Michigan, Ill..... | | | 1 | | | 1 | | | 1 | | 3 |
| Fair Haven, Lake Ontario, N. Y..... | | | | | | | | 1 | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

LAKE COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Fair Haven, (7 miles west of,) Lake Ontario, N. Y. | | | | | | | | 1 | | | 1 |
| Fairport, Lake Erie, Ohio. | | 1 | 1 | 1 | 5 | 1 | 1 | 1 | | 1 | 12 |
| False Presque Isle, Lake Huron, Mich. | | 2 | | 1 | | | | 1 | | | 4 |
| False Duck Island, (Gull Reef,) Lake Ontario, Canada. | | | | | | | | | 1 | | 1 |
| Fayette Harbor, (1 mile southwest of,) Lake Michigan, Mich. | | | | | | 1 | | | | | 1 |
| Featherbed Shoals, Saint Lawrence River. | | | | | 1 | | | | | | 1 |
| Fighting Island, Detroit River. | | | 1 | 1 | 1 | 2 | | | | 1 | 6 |
| Fish Point, (near Point au Pelée,) Lake Erie, Canada. | | | 1 | | | | | | | | 1 |
| Fisherman's Island, Lake Michigan, Mich. | | | | | | | | 4 | 1 | | 5 |
| Fisherman's Shoal, Lake Michigan, Wis. | | | | | | | | | 1 | 1 | 2 |
| Fishing Island Shoal, Lake Michigan, Mich. | | | | | | | 1 | | | | 1 |
| Fitz William's Island, (entrance Georgian Bay,) Lake Huron, Canada. | | | | | | | | | 1 | | 1 |
| Ford River, Green Bay, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Ford Shoal, Lake Ontario, N. Y. | | | 1 | | | | | 1 | | | 2 |
| Forest Bay, Lake Huron, Mich. | | | 1 | | | | | | | | 1 |
| Forester, (2 miles south of,) Lake Huron, Mich. | | | | | | | | | | 1 | 1 |
| Forty-mile Point, Lake Huron, Mich. | 1 | 1 | | | | | 1 | | | | 3 |
| Forty-mile Point, Lake Ontario, N. Y. | | 1 | | | | | | | | | 1 |
| Foscoro, Lake Michigan, Wis. | | | | 1 | | | | | | | 1 |
| Fox Island Shoal, Lake Michigan, Mich. | | | | | 1 | | | | 1 | | 2 |
| Fox Point, Lake Michigan, Wis. | | | | | | | | | 2 | 3 | 5 |
| Fox Point, (4 miles north of,) Lake Michigan, Wis. | | | | | | | | 1 | | | 1 |
| Frankfort, Lake Michigan, Mich. | | | 1 | | 2 | 1 | 1 | 1 | | | 6 |
| Free Soil, Lake Michigan, Mich. | | | | | | | 1 | | | | 1 |
| Galloo Island, Lake Ontario, N. Y. | | 1 | | | 1 | | 1 | | | | 2 |
| Garden Island, Lake Michigan. | | | | 1 | | | | | | | 1 |
| Garret's Bay, (entrance to Green Bay,) Lake Michigan, Wis. | | | | | | | | | | 1 | 1 |
| Georgian Bay, Canada. | | | | | | 1 | | | | 1 | 2 |
| Gill's Pier, (3 miles south of,) Lake Michigan. | | | | | | | | | 1 | | 1 |
| Gill's Pier, (8 miles north of Leland,) Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Glen Arbor, Lake Michigan, Mich. | | | | 1 | | | 1 | | | | 2 |
| Glencoe, Lake Michigan, Ill. | | | | 1 | | | | | | 1 | 2 |
| Goderich, (5 miles north of,) Lake Huron, Canada. | | | | | | | | 1 | | | 1 |
| Goderich, (4 miles south of,) Lake Huron, Canada. | | | | | | | | | 1 | | 1 |
| Good Harbor Bay, Lake Michigan, Mich. | | | | | | | | 1 | 1 | | 2 |
| Goose Island Shoal, Straits of Mackinac, Mich. | | | | 1 | | | | | | | 1 |
| Graham's Shoals, Straits of Mackinac, Mich. | | 2 | | | 1 | 1 | 1 | | 1 | | 6 |
| Grand Haven, Lake Michigan, Mich. | 2 | 3 | 9 | 9 | 1 | 2 | 1 | 2 | | 2 | 31 |
| Grand Haven, (10 miles south of,) Lake Michigan, Mich. | | | | | | | | 1 | 1 | | 2 |
| Grand Island, Lake Superior, Mich. | 1 | | | | | | | 1 | | | 2 |
| Grand Manitoulin, Lake Huron, Canada. | | | 1 | | | | | 1 | | | 2 |
| Grand Marais, Lake Superior, Minn. | | | | 1 | | | | | 1 | | 2 |
| Grand Marais, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Grand Traverse Bay, Lake Michigan, Mich. | | | | | | 1 | | | | | 1 |
| Grassy Island, Detroit River. | | | | | | | | | | 1 | 1 |
| Gravelly Island, (entrance Green Bay,) Mich. | | | | | | | | 1 | | | 1 |
| Gravelly Point, Lake Huron, Mich. | | | | | | | 1 | | 1 | | 2 |
| Gray's Reef, Lake Michigan, Mich. | | | | 1 | | | 1 | | | | 2 |
| Great Duck Island, Lake Huron, Mich. | | | | | | | | | 1 | | 1 |
| Greenbush, Lake Huron, Mich. | | | | | 1 | | | | | | 1 |
| Green Island, Lake Erie, Ohio. | | | | | | | 1 | | | | 1 |
| Grindstone City, Lake Huron, Mich. | | | | 1 | | | | 1 | 1 | | 4 |
| Grosse Island, Detroit River, Mich. | 1 | | | | | 2 | | | | | 3 |
| Grosse Point, Lake Saint Clair, Mich. | | | | | 1 | 1 | 2 | | | | 4 |
| Grosse Point, Lake Michigan, Ill. | | | | | | | | 1 | | | 1 |
| Gull Island, Lake Michigan, Mich. | | 1 | 1 | | 1 | 1 | 1 | 1 | | | 6 |
| Gull Island Reef, Lake Erie. | | | | 2 | 1 | 1 | | | | | 4 |
| Gull Island Rock, Lake Superior. | | | | 1 | | | | | | | 1 |
| Hamlin, Lake Michigan, Mich. | | | | 2 | | | | | 3 | | 5 |
| Hammond's Bay, Lake Huron, Mich. | | | | | | 1 | | | | | 1 |
| Hammond's Bay, (10 miles northwest of life-saving station,) Lake Huron, Mich. | | | | | | | | | | | 1 |
| Harrisville, Lake Huron, Mich. | | 1 | | | | 3 | | | | | 4 |
| Hedgehog Harbor, Lake Michigan, Wis. | | | | | 1 | | | 2 | | 1 | 4 |
| Hen and Chickens Islands, Lake Erie, Canada. | | | | | | | | | 1 | | 1 |
| Herson's Island, Lake Saint Clair, Mich. | | 1 | | 1 | | 1 | | | | 1 | 4 |
| Hog Island Reefs, Lake Michigan, Mich. | | | | | | 1 | | 1 | 4 | | 6 |
| Holland, Lake Michigan, Mich. | 1 | 1 | | | 1 | | | | | | 3 |
| Horn Pier, Lake Michigan, Wis. | | | | | 1 | | | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Horseshoe Reef, Lake Erie, N. Y. | | | 1 | 1 | 2 | 1 | 3 | | 2 | 2 | 12 |
| Horseshoe Reef, Green Bay, Lake Michigan | | | 1 | | | 1 | | | | | 2 |
| Huron River, (mouth of,) Lake Erie, Mich. | | | | | | 1 | | | | | 1 |
| Huron River Point, Lake Superior, Mich. | | | | | | | | | 2 | | 2 |
| Hyde Park, (off,) Lake Michigan, Ill. | | 1 | | | | 1 | 1 | 1 | | | 4 |
| Indian Town Reef, Green Bay, Lake Michigan | | | 1 | | | | | | | | 1 |
| Irondequoit, Lake Ontario, N. Y. | | | | 1 | | | | | | | 1 |
| Isle Royale, Lake Superior, Mich. | 1 | | | | | | | | | 1 | 2 |
| Jacksonport, Lake Michigan, Wis. | | 1 | | | 2 | 1 | 1 | 1 | 2 | 1 | 9 |
| Kalamazoo River, (mouth of,) Lake Michigan | | | 1 | 1 | | | | | | | 2 |
| Kelley's Island, Lake Erie, Ohio. | | | | | | | 1 | 4 | | | 5 |
| Kenosha, Lake Michigan, Wis. | 1 | | 1 | | | | | 1 | 2 | | 5 |
| Keweenaw Bay, Lake Superior, Mich. | 1 | | | | | | | | | | 1 |
| Kingsville, Lake Erie, Canada. | | | | | | | | | 1 | | 1 |
| Lake Forest, (2 miles south of,) Lake Michigan, Ill. | | | | 1 | | | | | | | 1 |
| Leland, Lake Michigan, Mich. | | 1 | | 1 | | | | | 1 | 1 | 4 |
| Leland, (5 miles north of,) Lake Michigan, Mich. | | | | | | | | 1 | | 1 | 2 |
| Lester River, (mouth of,) Lake Superior, Minn. | | | | | | 1 | | | | | 1 |
| Lexington, Lake Huron, Mich. | | 1 | | 1 | | | 1 | | | 1 | 4 |
| Lexington, (10 miles north of,) Lake Huron, Mich. | | | | | | | 1 | | | | 1 |
| Limekiln Crossing, Detroit River. | | | | 5 | 1 | 4 | | 2 | | 3 | 15 |
| Limekiln Reef, Detroit River. | 1 | 2 | | | 1 | | | | | | 4 |
| Limekiln Reef, Niagara River, (mouth of,) Lake Ontario. | | | | 2 | | | | | | | 2 |
| Limekiln Shoals, Lake Erie, Canada. | | | | | | 3 | | | | 1 | 4 |
| Limestone Island, Georgian Bay, Canada. | 1 | | | | | | | | | | 1 |
| Little Summer Island Reef, Lake Michigan, Mich. | | | | 1 | 1 | | | | | | 2 |
| Little Traverse Bay, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Lone Rock, (1 mile west of,) Lake Superior Mich. | | | | | | | | 1 | | | 1 |
| Long Point, Lake Erie, Canada. | | 4 | | 1 | | | | 4 | | | 9 |
| Long Point, Lake Ontario, Canada. | | | | 1 | 1 | | | | | | 2 |
| Long Tail Point, Lake Michigan, Wis. | | 1 | | | | | | 1 | | | 2 |
| Lorain, Lake Erie, Ohio. | | | | | | | 1 | | | | 1 |
| Ludington, Lake Michigan, Mich. | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | 8 |
| Mackinac City, Straits of Mackinac, Mich. | | 1 | | | | | | | | | 1 |
| Mackinac Island, Straits of Mackinac, Mich. | | | | | 1 | | | | | | 1 |
| Macgulin's Point, Straits of Mackinac, Mich. | | | | 1 | | | | | | | 1 |
| Maitland, Lake Erie, Canada. | | | | 1 | | | | | | | 1 |
| Manistee, Lake Michigan, Mich. | 1 | | 5 | 3 | 3 | 1 | 2 | | | | 12 |
| Manitowoc, Lake Michigan, Wis. | | | | | 2 | 3 | | | | | 5 |
| Marblehead, Lake Erie, Ohio. | | 1 | | 4 | 1 | 1 | 1 | | 3 | | 11 |
| Marquette, Lake Superior, Mich. | | | | | | 1 | | 1 | 1 | | 3 |
| Menominee, (Green Bay,) Lake Michigan, Mich. | | | | | | | | | | 1 | 1 |
| Michael Bay, (rock near,) Lake Huron, Canada. | | | | | | | | 1 | | | 1 |
| Michigan City, Lake Michigan, Ind. | | 2 | | 3 | 1 | 1 | | 1 | | | 8 |
| Michigan City, (10 miles west of,) Lake Michigan, Ind. | | | | | | | | | | 1 | 1 |
| Middle Bass Island, Lake Erie, Ohio. | | | | | | | | 1 | | | 1 |
| Middle Ground, (entrance Saint Mary's River,) Lake Superior, Mich. | | | | | | | | | | 2 | 2 |
| Middle Island, Lake Huron, Michigan. | | | | | | | 2 | 3 | 3 | | 8 |
| Middle Island, (reef 1 mile east of,) Lake Erie, Canada. | | | | | | 1 | | | | | 1 |
| Middle Island, (Cranberry Reef,) Lake Huron, Mich. | | | | | | | | | | 1 | 1 |
| Middle Village, Lake Michigan, Mich. | | 1 | | | | | | | | | 1 |
| Milwaukee, (Lake Michigan,) Wis. | | 1 | | 3 | 1 | 3 | 1 | 4 | | 2 | 15 |
| Milwaukee, (8 miles south of,) Lake Michigan, Mich. | | | | | | | 1 | | | | 1 |
| Minnesota Point, Lake Superior, Minn. | | | | | | | 1 | | 1 | | 2 |
| Mission Point, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Mohawk Island, Lake Erie, Canada. | | | | | | 1 | | 1 | | | 2 |
| Monastique, (6 miles south of,) Lake Michigan | | | | | 1 | | | | | | 1 |
| Morgan's Point, Lake Erie, Canada. | 1 | | | | | | | | | | 1 |
| Mouse Island Shoals, Lake Erie, Ohio. | | | | | | | | | | 1 | 1 |
| Mud Bay, Lake Michigan, Wis. | | | | 2 | 2 | | | | | | 4 |
| Muskegon, Lake Michigan, Mich. | 1 | 1 | | 1 | 3 | 2 | 1 | 3 | 2 | 1 | 15 |
| Napanee, Lake Ontario, Canada. | | | | | | 1 | | | | | 1 |
| Nebish Rapids, Saint Mary's River. | | | | | 2 | | | | 1 | | 4 |
| Niagara Reef, Lake Erie, Ohio. | 1 | | | | | | 1 | | | | 1 |
| Niagara River, Lake Erie. | | | 1 | | | | | | | | 1 |
| Nine-mile Point, Lake Huron, Mich. | | | | 2 | | | | | | | 2 |
| North Bay, Lake Michigan, Wis. | | | | | 2 | | | 1 | | | 3 |
| North Fox Island, Lake Michigan | | | | | | | 1 | | | | 1 |
| North Manitowick Island, Lake Michigan, Mich. | 2 | | | 2 | | | 1 | 3 | | 5 | 13 |
| North Point, Lake Huron, Mich. | | 4 | | 1 | | | | 2 | | 1 | 8 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

LAKE COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878 | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| North Point, Lake Michigan, Wis. | | | | 1 | 2 | | 2 | 1 | | | 6 |
| Northport, Lake Michigan, Mich. | | | | | | 1 | | | | 1 | 2 |
| Oak Creek, Lake Michigan, Wis. | | | | 1 | | | | | | | 1 |
| Oak Point, Lake Huron, Mich. | | | | | | | 1 | | | | 2 |
| Old Fort Mackinac, Straits of Mackinac, Mich. | 1 | | | | | | | | | 1 | 1 |
| Osceoc River, (mouth of,) Lake Huron, Mich. | | | | | | 1 | | | | | 1 |
| Oscoda, Lake Huron, Mich. | | | 1 | | | 3 | | | | 2 | 6 |
| Oswego, Lake Ontario, N. Y. | 2 | | 2 | 1 | 3 | 1 | 2 | 2 | | | 15 |
| Oswego, (3½ miles west of,) Lake Ontario, N. Y. | | | | 1 | | | | 1 | | | 2 |
| Oswego, (6 miles east of,) Lake Ontario, N. Y. | | | | 1 | 1 | | | | | | 2 |
| Ottawa Point, Lake Huron, Mich. | | | | 1 | | 1 | 1 | | 1 | | 4 |
| Otter Creek, (mouth of,) Lake Michigan, Mich. | | | | | 1 | | | | | | 1 |
| Outer Island, Lake Superior, Wis. | | | | | | | | | | 1 | 1 |
| Parisian Island, Lake Superior, Canada. | | | | | | 1 | | | | | 2 |
| Peninsular Point, Lake Michigan, Mich. | | | | | 1 | | | | | | 1 |
| Peninsular Point, (reef 5 miles from,) Mich. | | | 1 | 1 | | | | | | | 2 |
| Pentwater, Lake Michigan, Mich. | | | 1 | | | 1 | | 3 | 1 | | 6 |
| Peshigo Harbor, (on bar,) Lake Michigan, Wis. | | | | | 1 | 1 | 1 | | | | 3 |
| Peshigo Reef, Lake Michigan, Wis. | | | | | | | | 2 | | | 2 |
| Pictured Rocks, Lake Superior, Mich. | | | | | | | | 1 | | | 1 |
| Pierport, Lake Michigan, Mich. | | | | | | 2 | 1 | | | | 3 |
| Pigeon Bay, Lake Erie, Canada | 2 | | | | | | | | | | 2 |
| Pigeon Island, Lake Ontario, Canada | | | | | | | | | 1 | | 1 |
| Pilot Island, Lake Michigan, Wis. | 2 | | | 1 | | 2 | 1 | | 1 | | 7 |
| Pine Point, Georgian Bay, Canada | | | | | | | | 1 | | | 1 |
| Pine River, Lake Michigan, Wis. | 1 | | | | | | | | | | 1 |
| Plum Island, Lake Michigan, Wis. | 1 | | | 1 | 1 | 2 | | 1 | 1 | | 7 |
| Point Albino, Lake Erie, Canada. | | | 1 | 1 | | 1 | | 1 | | | 4 |
| Point au Pelée, Lake Erie, Canada | 2 | 1 | | | 1 | 2 | | | | 1 | 7 |
| Point au Pelée Island, Lake Erie, Canada | | | | 2 | 1 | | | | | | 5 |
| Point au Pelée and Point au Pelée Island, (reef between,) Lake Erie, Canada | | | | | | | | | 1 | | 1 |
| Point au Sable, Lake Superior, Mich. | | | | | | | | 1 | 1 | | 2 |
| Point au Sable, Straits of Mackinac, Mich. | | | | 1 | 1 | | | | | | 2 |
| Point au Sable Bar, Green Bay, Lake Michigan, Wis. | | | | | | 1 | 1 | | | | 2 |
| Point aux Barques, Lake Huron, Mich. | 1 | | | | 1 | 1 | 1 | 4 | 1 | | 9 |
| Point aux Barques, (2 miles east of,) Lake Huron, Mich. | | | | 1 | | | | | | | 1 |
| Point aux Barques, (4½ miles above,) Lake Huron, Mich. | | | 1 | | | | | | | | 1 |
| Point aux Gres, Lake Huron, Mich. | | | | | | | 1 | | | | 1 |
| Point aux Pins, St. Mary's River, Canada. | | | | | | | | | | 1 | 1 |
| Point Betsy, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Point Detour, Lake Michigan, Mich. | | | | | | 1 | | | 1 | | 2 |
| Point Edward, Saint Clair River, Canada | | | 1 | | | | 2 | 3 | | | 6 |
| Point Iroquois, Lake Superior, Mich. | | | | | | | | | 1 | | 1 |
| Point Peninsula, Lake Ontario, N. Y. | 1 | | 1 | | | | | | | | 2 |
| Point Saint Ignace, Straits of Mackinac, Mich. | | | | 1 | | | 1 | | | | 2 |
| Portage, Lake Michigan, Mich. | 1 | | | | | | | | | | 1 |
| Portage Bay, Lake Michigan, Mich. | | | | | | | 1 | | | | 1 |
| Portage Island Reef, Green Bay, Lake Michigan | | | 1 | | | | | | | | 1 |
| Port Austin, Lake Huron, Mich. | | 2 | | | 1 | | | | | | 3 |
| Port Clinton, Lake Erie, Ohio | | | | | | | | | 1 | | 1 |
| Port Colborne, Lake Erie, Canada | 1 | 1 | 1 | | | 1 | | | | 1 | 5 |
| Port Hope, Lake Huron, Mich. | | | 1 | 1 | | | | | 1 | | 4 |
| Port Ontario, Lake Ontario, N. Y. | | | | | 1 | | | | 1 | | 4 |
| Port Ryerse, Lake Erie, Canada. | 1 | | | | | | | | | | 1 |
| Port Sanilac, Lake Huron, Mich. | | 1 | | | | | | 1 | 1 | | 4 |
| Port Sheldon, (2 miles south of,) Mich. | | | | | | | | | | 1 | 1 |
| Poverty Island, Lake Michigan, Mich. | 1 | | | | | | | | | | 1 |
| Presque Isle, Lake Erie, Pa. | 1 | | | | | | | | | | 1 |
| Presque Isle, Lake Huron, Mich. | 2 | | | 1 | 5 | 2 | 1 | 1 | 1 | | 10 |
| Presque Isle, Lake Superior, Wis. | | | | | 1 | | | | | | 1 |
| Put-in-Bay Island, Lake Erie, Ohio | | | 1 | 1 | | | | | | | 2 |
| Pultneyville, (2 miles east of,) Lake Ontario, N. Y. | | | | | | | | | | | 1 |
| Pyramid Point, Lake Michigan, Mich. | | | | | | | 1 | 2 | | | 3 |
| Quinte Bay, Lake Ontario, Canada | | | | | | | 1 | | | | 1 |
| Rabbits' Back Peak, Straits of Mackinac, Mich. | | | | | | | | 1 | | | 1 |
| Racine, Lake Michigan, Wis. | 3 | | | 4 | | | 4 | | | | 11 |
| Racine Point, Lake Michigan, Wis. | | | | 2 | | | | | | | 2 |
| Racine Reef, Lake Michigan, Wis. | 1 | | | | 1 | 1 | 2 | 2 | | | 7 |
| Rock Island, Lake Michigan, Wis. | | | | | | | 1 | | | | 1 |
| Rondeau, Lake Erie, Canada | | | | | | 1 | | | | | 1 |
| Round Island (entrance to Saint Mary's River), Mich. | | | | | | | | | | 2 | 2 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

LAKE COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Round Island, Straits of Mackinac, Mich..... | | | | | | | | | | 1 | 1 |
| Rowley's Bay, Lake Michigan, Wis..... | | | | | | 1 | 1 | | | 3 | 5 |
| Sackett's Harbor, (rocks near,) Lake Ontario, N. Y..... | | | | | 1 | | | | | | 4 |
| Saginaw River, (mouth of,) Lake Huron, Mich..... | | | 1 | 1 | | | | 2 | | | 4 |
| Saint Clair Flats, Lake Saint Clair..... | | 1 | 1 | | | | 3 | 1 | 3 | | 14 |
| Saint Helena Island, Straits of Mackinac, Mich..... | | 1 | | | | 2 | | | | | 1 |
| Saint Joseph, Lake Michigan, Mich..... | 2 | 2 | 1 | 6 | 1 | 1 | 2 | 2 | 1 | | 18 |
| Saint Joseph, (14 miles south of,) Lake Michigan, Mich..... | | | | | | | | 1 | | | 1 |
| Saint Martin's Island, Lake Michigan, Mich..... | | | 1 | 1 | | | | 1 | | | 3 |
| Saint Mary's River, Mich..... | | 2 | | | | 1 | 1 | 2 | 1 | 2 | 9 |
| Salmon Point, Lake Ontario, Canada..... | | | | | 1 | | 1 | | | | 2 |
| Salmon River, (mouth of,) Lake Ontario, N. Y..... | | | | | | | | | 1 | | 1 |
| Sand Beach, Lake Huron, Mich..... | | 2 | 1 | 8 | 1 | 2 | 4 | 4 | 2 | 3 | 27 |
| Sand Beach, (7 miles south of,) Lake Huron, Mich..... | | | | | | 2 | | 1 | | | 3 |
| Sand Point, Lake Michigan, Mich..... | | | | | 1 | | | | | | 1 |
| Sandusky Bay, Lake Erie, Ohio..... | | | | | | | | 1 | | 1 | 2 |
| Saugatuck, Lake Michigan, Mich..... | | | | | | 1 | | 2 | 1 | | 4 |
| Scott's Point, Lake Michigan, Mich..... | | | | | | | | | 1 | 1 | 2 |
| Sheboygan, Lake Michigan, Wis..... | | | | 1 | 1 | 4 | 1 | 2 | 1 | 1 | 11 |
| Sheboygan, (6 miles north of,) Lake Michigan, Wis..... | | | | | | | 2 | | | | 2 |
| Sheboygan, (7 miles south of,) Lake Michigan, Wis..... | | | | | | 1 | | | | | 1 |
| Ship Canal, (10 miles west of,) Lake Superior, Mich..... | | | | | | | | | | 2 | 2 |
| Shot Point, Lake Superior, Mich..... | | | | | | | | 1 | | | 1 |
| Simmons' Reef, Lake Michigan, Mich..... | | | | | | | | | | 1 | 1 |
| Simcoe Island, Lake Ontario, Canada..... | | | | | | | 1 | | | | 1 |
| Sister Bay, Lake Michigan, Wis..... | 1 | | | | 1 | 1 | | 1 | | | 4 |
| Skulligalee, Lake Michigan, Mich..... | 1 | | | | 1 | | | | | | 2 |
| Sleeping Bear Point, Lake Michigan, Mich..... | | | | | | | | | 1 | | 1 |
| Snake Island, (entrance Georgian Bay,) Lake Huron, Canada..... | | | | | | | | | 1 | | 1 |
| Sodus Harbor, Lake Ontario, N. Y..... | | | | | | | 1 | | | | 1 |
| South Bay Point, Lake Ontario, Canada..... | | | | 1 | 2 | | | | | | 3 |
| South Fox Island, Lake Michigan, Mich..... | | | | 1 | 2 | 2 | | | | | 5 |
| South Haven, Lake Michigan, Mich..... | | | 1 | 2 | 2 | 1 | | | 1 | | 7 |
| South Manitou Island, Lake Michigan, Mich..... | 2 | | | 1 | 5 | 2 | | 3 | 1 | | 14 |
| South Point, Lake Michigan, Wis..... | | | | 1 | | | | | | | 1 |
| Spectacle Reef, Lake Huron, Mich..... | | | | | | | | 2 | | | 2 |
| Spider Island, Lake Michigan, Wis..... | | 1 | | | | | | | | | 1 |
| Stag Island, Saint Clair River, Canada..... | | | | | | | | | 3 | 1 | 4 |
| Starver Island Reef, Lake Erie, Ohio..... | | | | | | | 1 | | | | 1 |
| Stony Island, Detroit River..... | | | | 1 | | 1 | | | | | 2 |
| Stony Island, Lake Ontario, N. Y..... | | | | | | | | | | 1 | 1 |
| Stony Point, Lake Ontario, N. Y..... | 2 | | | | | 1 | | | | | 3 |
| Stony Point, (5½ miles south of,) Lake Ontario, N. Y..... | | | | | 1 | | | | | | 1 |
| Stony Point, (near,) Lake Erie, N. Y..... | | | | | | | | 1 | | | 1 |
| Stove Island Reef, Lake Erie..... | | 1 | 1 | | | 3 | | | | | 5 |
| Sturgeon Bay, Lake Michigan, Wis..... | | | | | | 1 | | 1 | | 1 | 3 |
| Sturgeon Bay, (5 miles north of,) Lake Michigan, Wis..... | | | | | | | 1 | 1 | | | 2 |
| Sturgeon Point, Lake Huron, Mich..... | | | | 1 | | | 1 | | | | 2 |
| Sugar Island, Lake Huron, Mich..... | | 1 | | | | 1 | | | | | 2 |
| Swan Bay, near Adams Point, Lake Huron, Mich..... | | | | | | | | | 1 | | 1 |
| Tawas Harbor, Lake Huron, Mich..... | | | | | 1 | | 1 | | 1 | | 3 |
| Thunder Bay, Lake Huron, Mich..... | 2 | 2 | 1 | | | | | | | | 5 |
| Thunder Bay Island, Lake Huron, Mich..... | | | 1 | 1 | | 3 | 1 | 2 | | | 8 |
| Tibbit's Point, Lake Ontario, N. Y..... | | | 1 | | | | | | | | 1 |
| Tobin's Reef, Lake Huron, Mich..... | | | | | | | | | | 1 | 1 |
| Toledo, Lake Erie, Ohio..... | | | | | | 1 | 1 | | | | 2 |
| Toronto, Lake Ontario, Canada..... | 1 | | | | | | | | | | 1 |
| Traverse Island Reef, Lake Superior, Mich..... | | | | | | | | 1 | | | 1 |
| Turtle Island, Lake Erie, Ohio..... | | | | | 1 | | 1 | | | | 2 |
| Twin Rivers, Lake Michigan, Wis..... | | | | 3 | 2 | 2 | 3 | 1 | 2 | | 13 |
| Twin Rivers Point, Lake Michigan, Wis..... | | | | 1 | 1 | 2 | | | | 1 | 5 |
| Two Creeks, Lake Michigan, Wis..... | | | | | | 1 | | | | | 1 |
| Two Harbor, (rock 5 miles north of,) Lake Superior, Minn..... | | | | | | | | | | 1 | 1 |
| Two-Heart River, Lake Superior, Mich..... | | | | | | | | | 1 | 1 | 2 |
| Waiksa Bay, Lake Superior, Mich..... | | | | | 1 | | | | 1 | | 2 |
| Walker's Point, Lake Huron, Canada..... | | | 1 | | | | | | | | 1 |
| Washington Island, Lake Michigan, Wis..... | | | 2 | | 2 | | | 1 | | | 5 |
| Waugoshance Island, Lake Michigan, Mich..... | | 1 | | | 1 | | 1 | 1 | 1 | | 5 |
| Wellington, Lake Ontario, Canada..... | | | | | | 1 | | | | | 1 |
| West Harbor Reefs, Lake Erie, Ohio..... | | | | | | | | 1 | 1 | | 2 |
| Whale-Back shoal, Green Bay, Lake Michigan..... | | | | | | | 1 | | | | 1 |

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded during the last ten years—Continued.

LAKE COASTS—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Whiskey Island Reef, Lake Michigan, Mich. | | | | | | | | | 1 | | 1 |
| Whitby, Lake Ontario, Canada | | | | | | | | | 1 | | 1 |
| White-Fish Bay, Lake Michigan, Wis. | | | | | 1 | 2 | | | 1 | | 5 |
| White-Fish Bay, Lake Superior, Mich. | | | | | 2 | | | | | | 4 |
| White-Fish Point, Lake Michigan, Wis. | | | | | 1 | | 1 | | | | 2 |
| White Lake Harbor, Lake Michigan, Mich. | | 2 | 2 | 2 | 1 | | 1 | | | | 8 |
| White Rock, (south of Sand Beach), Lake Huron, Mich. | | | | | | | | 2 | | 1 | 3 |
| White Shoals, Lake Michigan, Mich. | | | | | | | 1 | | | | 1 |
| Whitestone Point, (Saginaw Bay,) Lake Huron, Mich | | | | | | | | | | 1 | 1 |
| Wilson Harbor, Lake Ontario, N. Y. | | | | | | | | 1 | | | 1 |
| Wind Point, Lake Michigan, Wis. | 1 | | | | | | 1 | 1 | | | 3 |
| Windmill Point, Lake Erie, Canada. | | | | | | | | 1 | | | 1 |
| Winnetka, Lake Michigan, Ill. | | | | | | 1 | 1 | | | | 2 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years.*

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Abrolhas Island, Brazil | | | | | | 1 | | | | | 1 |
| Adacora, Venezuela. | | 1 | | | | | | | | | 1 |
| Adjuah, west coast of Africa. | | | 1 | | | | | | | 1 | 2 |
| Aignes Mortes, Franco. | | | | | | | 1 | | | | 1 |
| Alceste Reef, near Gasper Strait, East Indies | | | | | | | 1 | | | | 1 |
| Algoa Bay, (½ mile from Port Elizabeth,) Africa. | | | | | 1 | | | | | | 1 |
| Alicante, Spain. | | | | | | | 1 | | | | 1 |
| Alligator Reef, Jamaica. | | | | | | | 1 | | | | 1 |
| Altata Harbor, Mexico. | | 2 | | | | 1 | | | | | 3 |
| Alvarado Bar, Mexico. | | | | 1 | | | | | | | 1 |
| Amakusa Island, Japan. | | | | | | 1 | | | | | 1 |
| Anegada Island, British West Indies. | | 1 | 1 | | | | | | | | 2 |
| Anegada Reef, 15 miles from Vera Cruz, Mexico. | | | | | | | 1 | | | | 1 |
| Antigua, British West Indies. | | | | | | | | 1 | | | 1 |
| Apple River, (mouth of,) Nova Scotia. | | | | | | 1 | | | | | 1 |
| Arecibo, Porto Rico, West Indies. | | | 1 | | | | | | 1 | | 2 |
| Arica, Peru. | | | 1 | | | | | | | | 1 |
| Aspinwall, United States of Colombia. | | | 2 | 2 | | | | 1 | | 4 | 9 |
| Atlas Straits, East Indies. | | | 2 | 1 | | | | 1 | | | 2 |
| Australia (southwest coast) | | | | | 1 | | | | | | 1 |
| Awauni Heads, New Zealand. | | | | | 1 | | | | | | 1 |
| Azores, (Fayal Island) | | | | | 1 | | | | | | 1 |
| Bahamas. | 2 | | | | | | | | 1 | 1 | 5 |
| Bahamas, (Abaco Island). | | | 1 | | | | 2 | 1 | | | 5 |
| Bahamas, (Abaco light, 15 miles north of). | | 1 | | | | | | | | | 1 |
| Bahamas, (Andros Island) | | | | | | | 1 | | | | 1 |
| Bahamas, (Bimini Island) | | | | 2 | | | | | | | 2 |
| Bahamas, (Bud Rock Reef). | | | | | | 1 | | | | | 1 |
| Bahamas, (Caicos Islands) | 1 | 1 | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 10 |
| Bahamas, (Castle Island) | | | | 1 | | | | | | | 1 |
| Bahamas, (Cay Bars) | 1 | | | | | | | | | | 1 |
| Bahamas, (Crooked Island). | | | 1 | | | | | | 1 | | 2 |
| Bahamas, (Crossing Rocks Reef) | | | | | | | | 1 | | | 1 |
| Bahamas, (Egg Island) | | | | | | | | | 1 | | 1 |
| Bahamas, (Eleuthera Island). | | | | | | | 1 | | 1 | | 2 |
| Bahamas, (Exuma Island) | | | | | | | 1 | | | | 1 |
| Bahamas, (Fish Cay Bank) | | | | | | | | | 1 | | 1 |
| Bahamas, (Fortune Key, Fish Cay Reef) | | | | | | | | 1 | | | 1 |
| Bahamas, (Gingerbread Ground). | | | | | | | | | | | 2 |
| Bahamas, (Grand Cay Reef) | 1 | | | 1 | 1 | | | | | | 4 |
| Bahamas, (Grand Turk and Salt Cay Reef, between). | | | 1 | | | | | | | | 1 |
| Bahamas, (near Gun Key) | | | | | | | | | 1 | | 1 |

* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Bahamas, (Harbor Island)..... | | | 1 | | | | | | 1 | | 2 |
| Bahamas, (Hogsties Reef)..... | 1 | | | 2 | | | | 1 | | | 4 |
| Bahamas, (Inagua Reef)..... | | | | | 1 | | | | 1 | | 2 |
| Bahamas, (Little Bahama Island)..... | | | 1 | | | | 2 | | | | 3 |
| Bahamas, (Mariguana Reef)..... | | | | 2 | | | | | | | 2 |
| Bahamas, (Matanilla Reef)..... | 1 | | | | | | | | | | 1 |
| Bahamas, (Memory Rock)..... | | | | | | | | | | 1 | 1 |
| Bahamas, (Miradporvus Island)..... | | | 1 | | | | | | | 1 | 2 |
| Bahamas, (Naujack Cay, West Indies)..... | | | | | | | | | 1 | 1 | 2 |
| Bahamas, (Nassau, New Providence)..... | | | 1 | | | | | 1 | | | 2 |
| Bahamas, (No Name Cay)..... | | 1 | | | | | | | | | 1 |
| Bahamas, (North Bimini)..... | 1 | | | | | | | | | | 1 |
| Bahamas, (Orange Key)..... | | | | | 1 | | 2 | | | | 3 |
| Bahamas, (Pequot Rock)..... | | | | | | | | | 1 | | 1 |
| Bahamas, (Plana Keys)..... | | | | | | | | 1 | | | 1 |
| Bahamas, (entrance of Ragged Island Harbor)..... | | | | | | | | | | 1 | 1 |
| Bahamas, (Sandy Cay)..... | | | 1 | 1 | | | | | | | 2 |
| Bahamas, (San Salvador)..... | | 1 | | | | | | | | | 1 |
| Bahamas, (Sheep Keys Shoal)..... | 1 | | | | | | | | | | 1 |
| Bahamas, (Silver Key Bank)..... | | | | 1 | | | | | | | 1 |
| Bahamas, (Watling Island)..... | | | | | | | | 1 | | | 1 |
| Bahamas, (Whale Key)..... | | | 1 | | | | | | | | 1 |
| Balabac, East Indies..... | | | | | | | | | 1 | | 1 |
| Balahare Islands, Hebrides..... | | 1 | | | | | | | | | 1 |
| Balbriggan, Ireland..... | | | | | 1 | | | | | | 1 |
| Banca Straits, East Indies..... | | | | 1 | | | | | | | 1 |
| Banilla Point, Vancouver Island, British Columbia..... | | | | | | | | 1 | | | 1 |
| Baracoa Harbor, Cuba..... | 2 | | | | | | | | | 1 | 3 |
| Barbadoes..... | | | | | | 1 | | | | | 1 |
| Barbarettta Island, Honduras..... | 1 | | | | | | | | | | 1 |
| Barbuda Island, British West Indies..... | | | | | | | | 1 | | | 1 |
| Barge Point, Labrador, Dominion of Canada..... | | | | | | | | | 1 | | 1 |
| Barrington, Nova Scotia..... | | | | 1 | | | 1 | | | | 2 |
| Basket Island, Terra del Fuogo, South America..... | | | | | | | 1 | | | | 1 |
| Batavia, (Sedaric Reef,) Java..... | | | | | | | | 1 | | | 1 |
| Batavia Harbor, (Neptune's Shoals,) Java..... | 1 | | | | | | | | | | 1 |
| Baxo Nuevo or New Bank, Caribbean Sea..... | | | | | | | | | 1 | | 1 |
| Bay of Fundy, (Saint Mary's Ledges)..... | | | 1 | | | | | | | | 1 |
| Bay Islands, (Helena Island,) Bay of Honduras..... | | | | | | | | | 1 | | 1 |
| Beaver Island Light, (Sober Island, 7 miles west of,) Nova Scotia..... | | | | | | | | | 1 | | 1 |
| Benoit's Cove, Newfoundland..... | | 1 | | | | | | | | | 1 |
| Bermudas..... | 2 | | 1 | | | 1 | 2 | 1 | | | 7 |
| Bermudas, (Adventure Reef)..... | | | 1 | | | | | | | | 1 |
| Bermudas, (Saint George Island)..... | | | 1 | | 1 | | | 1 | | | 3 |
| Bermudas, (White Island)..... | | | | | 1 | | | | | | 1 |
| Boca del Rio, Mexico..... | | | | | | | 1 | | | | 1 |
| Bog Shippegau Gully, New Brunswick..... | | | | 1 | | | | | | | 1 |
| Boompjes Island, off north coast Java, East Indies..... | | | | | | | | | 1 | | 1 |
| Bordeaux River, (entrance to,) France..... | | | | | 1 | | | | | | 1 |
| Brazil, (latitude 5° 2' south, longitude 25° 22' west,) South America..... | | 1 | | | | | | | | | 1 |
| Brazil Rock, Nova Scotia..... | | | | 1 | | | | | | | 1 |
| Brier Island, Bay of Fundy, Nova Scotia..... | | | | | | | | | | 1 | 1 |
| Bristol, England..... | | | | | | | | | | 1 | 1 |
| Buen Ayre, Dutch West Indies..... | | | | | | | | 1 | | | 1 |
| Buffalo River, (mouth of,) South Africa..... | | | | | | | | 1 | | | 1 |
| Bull Ledge, (off Cape Canso,) Nova Scotia..... | | | | 1 | | | | | | | 1 |
| Butaritari Island, South Pacific Ocean..... | | | | | | | | | 1 | | 1 |
| Byron Island, Gulf of Saint Lawrence..... | | | 1 | | | | | | | | 1 |
| Cambodia River, (mouth of,) China..... | | | | | 1 | | | | | | 1 |
| Campobello Island, New Brunswick..... | | | | | | 1 | | | | | 1 |
| Canso Harbor, (Man-of-war Rock,) Cape Breton..... | | | | | | 1 | | | | | 1 |
| Cape Agulhas, (15 miles north of,) Africa..... | 1 | | | | | 1 | | | | | 2 |
| Cape Bollard, Newfoundland..... | | 1 | | | | | | | | | 1 |
| Cape Canso, Nova Scotia..... | | | | | | | | | 1 | | 1 |
| Cape Colony, (Stray's Bay,) Africa..... | | | | | | | | | | 1 | 1 |
| Cape Corrientes, Cuba, West Indies..... | | | | 1 | | | | | | | 1 |
| Cape Frio, Brazil..... | | 1 | | | | | | | | | 1 |
| Cape Frio, southwest coast of Africa..... | | | | | | | | | | | 1 |
| Cape Gracias-á-Dios, Honduras, Central America..... | | | | | | | | 1 | | | 1 |
| Cape Henry, Anticosti Island, Gulf of Saint Lawrence..... | | | 1 | | | | | | | | 1 |
| Cape Horn, South America..... | | 1 | | | | | | | | | 1 |
| Cape Isabella, St. Domingo, West Indies..... | 1 | | | | | | | | | | 1 |
| Cape Negro Harbor, Nova Scotia..... | | | 1 | | | | | | | | 1 |
| Cape Negro Island, Nova Scotia..... | 1 | | | | | | | | | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Cape Patani, Siam | | | | | 1 | | | | | | 1 |
| Cape Race, Newfoundland | | | | | | | | 1 | | | 1 |
| Cape Roxo, (10 miles northwest of,) West Indies | | | | | 1 | | | | | | 1 |
| Cape Sable, Nova Scotia | | | | | | 1 | | 1 | | | 2 |
| Cape Saint Mary, Newfoundland | 1 | | | | | | | | | | 1 |
| Cape Saint Mary, (5 miles south of,) Newfoundland | | 1 | | | | | | | | | 1 |
| Cape Saint Roque, (near,) Brazil | | | | | | 2 | | | | | 2 |
| Cape Saint Roque, (20 miles west of,) Brazil | | | | | | | | 1 | | | 1 |
| Cape Sharp, West Bay, Nova Scotia | | | | | 1 | | | | | | 1 |
| Cape Town, Africa | | | 1 | | | | | | | | 1 |
| Cape Verde Islands | | | | | | 1 | | | | | 1 |
| Cape Verde Islands, (Porto Praya) | | | | | | | | | 1 | | 1 |
| Cape Verde Islands, (Santiago) | | | | | | | | 1 | | | 1 |
| Cardenas, Cuba, West Indies | 3 | | | | | | 1 | | 3 | | 7 |
| Carriaco, Venezuela, South America | 1 | | | | | | | | | | 1 |
| Carnarvon Bar, North Wales | | 1 | | | | | | | | | 1 |
| Carraquette Island, Bay of Chaleurs, New Brunswick | | | | | | 1 | | | | | 1 |
| Caroline Islands, (Kusaie Islands,) Pacific Ocean | | | | | | | | 2 | | | 2 |
| Caroline Islands, (Pouinipete Island Reef,) Pacific Ocean | | | | | | | | | 1 | | 1 |
| Carzonas, Mexico | | | | | 1 | | | | | | 1 |
| Caseumpeque, Prince Edward Island | | | 1 | | | | | | | | 1 |
| Castle Island, West Indies | | | | | | | | 1 | | | 1 |
| Catharine's River, Nova Scotia | | | | | | | | | 1 | | 1 |
| Cette, France | | 1 | | | | | | | | | 1 |
| Champerico | | | | | | 1 | | | | | 1 |
| Charles Island, (Galapagos Group,) Pacific Ocean | | | | 1 | | | | | | | 1 |
| Charlottetown, Prince Edward Island | | 1 | | | | | | | | | 1 |
| Che-Foo Light, (Stick-up Rock,) China | | | | | 1 | | | | | | 1 |
| Cheticamp, Cape Breton Island | 1 | | | | | | | | | | 1 |
| Chickotan Island, Kurile Islands, Asia | 1 | | | | | | | | | | 1 |
| Chiltepec Bar, Mexico | | | | | | | 1 | | 1 | | 2 |
| Cienfuegos, Cuba | 1 | | | | | | 1 | | 1 | | 3 |
| Coachman's Reef, Nova Scotia | | | 1 | | | | | | | | 1 |
| Coatzacoaleos River Bar, Mexico | | | | | | 1 | | | | | 1 |
| Coreocaine Reef, Honduras | | | 1 | | | | | | | | 1 |
| Colorado Reef, Lord Howe's Island, Australia | 1 | | | | | | | | | | 1 |
| Comacho Bay, Peru | 1 | | | | | | | | | | 1 |
| Coral Island, Japan Bay | | 1 | | | | | | | | | 1 |
| Corn Island, Central America | | | 1 | | | | 1 | | | | 2 |
| Cow Bay, Cape Breton Island | | | | | | | | 2 | | | 2 |
| Coxyde, Belgium | | 1 | | | | | | | | | 1 |
| Creighton's Island, Black Ledge, Cape Breton | | | | | | | | | 1 | | 1 |
| Cruz del Padre, Cuba, West Indies | | | | 1 | | 1 | | | | | 2 |
| Cuba, (Anguilla Key,) West Indies | | | | | | | 1 | | | | 1 |
| Cuba, (Breton Key,) West Indies | | | | | | 1 | | | | | 1 |
| Cuba, (reef north side of,) West Indies | | | | 1 | | | | | 1 | | 2 |
| Cuba, (reef south coast of,) West Indies | | | | | | | 1 | | | | 1 |
| Cuba, (Cay Largo Island,) West Indies | 1 | | | | | | | | | | 1 |
| Cuba, (Cay Verde,) West Indies | | | | | | | | | 1 | | 1 |
| Cuba, (Colorado Reef,) West Indies | 2 | | | | | | 1 | | | | 3 |
| Cuba, (entrance of Boca de Sagua,) West Indies | | | | | | | | 1 | | | 1 |
| Cuba, (Green Key,) West Indies | | | | | | 1 | | | | | 1 |
| Cuba, (Matanzas Harbor,) West Indies | 1 | | 1 | | | | | | | | 2 |
| Cuba, (17 miles east of Matanzas,) West Indies | | | | | | | | 1 | | | 1 |
| Cuba, (Mona Key,) West Indies | | | | | | | 1 | | 1 | | 2 |
| Cuba, (12 miles east of Nuevitas,) West Indies | | | | | | | | | 1 | | 1 |
| Cuba, (near Nuevitas Harbor,) West Indies | | | | | | | | | 1 | | 1 |
| Cuba, (Romano Cayo,) West Indies | | | | | | | 1 | | | | 1 |
| Cuba, (Sagua la Grande Harbor,) West Indies | | | | | | | 1 | | 1 | | 2 |
| Cuba, (Salt Key,) West Indies | | | | | | | | 1 | 1 | | 2 |
| Cuba, (San Felipe Keys,) West Indies | | 1 | | 1 | | | | | | | 2 |
| Cuba, (Stone Key,) West Indies | | | | | 1 | | | | | | 1 |
| Cumberland Gulf, British America | | | | 1 | | | | | | | 1 |
| Dartmouth, England | 1 | | | | | | | | | | 1 |
| Deer Island, New Brunswick | | | | | | | | | 1 | | 1 |
| Desolation Island, Africa | | 1 | 1 | | | | | | | | 2 |
| Digby Beach, Nova Scotia | | | | | | | 1 | | | | 1 |
| Dos Bocas, (3 miles west of,) Mexico | | | | | | | 1 | | | | 1 |
| Duck Island, New Brunswick | | | 1 | | | | | | | | 1 |
| Dudgeon Shoal, off Norfolk, England | | | | | 1 | | | | | | 1 |
| Duke of York Island, South America | | | | | 1 | | | | | | 1 |
| Duncan's Reef, Halifax, Nova Scotia | | | | | | | 1 | | | | 1 |
| Dunkirk Roads, (entrance to,) France | | | 1 | | | | | | | | 1 |
| Dungeness, Kent County, England | | | 1 | | | | | | | | 1 |
| East Lammock Island, (rock near,) China | | | | | | | 1 | | | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| East London, Africa..... | 1 | | | | | | | 1 | | | 2 |
| Ellingwood Island, Nova Scotia..... | | | | | | | 1 | | | | 1 |
| Emulous Ledge, Nova Scotia..... | | 1 | | | | | | | | | 1 |
| Ensenada, (mouth of,) Bristol Channel, Argentine Republic..... | 1 | | | | | | | | | | 1 |
| Falmouth Harbor Reef, Jamaica..... | | | 1 | | | | | | | | 1 |
| Fiji Islands, (northeast group)..... | 1 | | | | | | | | | | 1 |
| Flores Islands, (mouth of Rio de la Plata,) South America..... | | | | | | 1 | | | | | 1 |
| Flores Straits, Malay Archipelago..... | | | | | | | | | 1 | | 1 |
| Flushing, Holland..... | | 1 | | | | | | | | | 1 |
| Flushing Roads, (below Antwerp,) Belgium..... | | | 1 | | | 1 | | | | | 2 |
| Galway, Ireland..... | | | | | 1 | | | | | | 1 |
| Gabriola Reef, Gulf of Georgia, British Columbia..... | | | 1 | | | | | | | | 1 |
| Garrucha Roadstead, Spain..... | | 1 | | | | | | | | | 1 |
| Gibraltar, Spain..... | | | | | 1 | | | | | | 1 |
| Gonaive Island, West Indies..... | 1 | | | | | | | | | | 1 |
| Goodwin Sands, England..... | 1 | | | | | | | | | | 1 |
| Gough's Island, South Pacific Ocean..... | | | 1 | | | | | | | | 1 |
| Grand Cayman, British West Indies..... | | 1 | | | 1 | | | | | | 2 |
| Grand Manan Island, New Brunswick..... | 1 | | 1 | | | | 1 | 2 | | | 6 |
| Grand Manan, (Murr Ledges,) New Brunswick..... | | | | | | | | 1 | | | 1 |
| Grand Sands, near Trieste, Austria..... | 1 | | | | | | | | | | 1 |
| Grand Turk Island, British West Indies..... | | | | | | | | 3 | | | 4 |
| Grand Turk Island, (Cotton Cay,) British West Indies..... | | | | | | | | 1 | | | 1 |
| Greytown, Nicaragua..... | | 1 | | | | | | | | | 1 |
| Guanabana, Cuba, West Indies..... | | 1 | | | | | | | | | 1 |
| Gull Island, Long Harbor, Newfoundland..... | 1 | | | | | | | | | | 1 |
| Gull Island, Nova Scotia..... | | | | | | 1 | | | | | 1 |
| Gun Fleet Sound, Essex, England..... | | 1 | | | | | | | | | 1 |
| Hainan Island, China..... | | | | | 1 | | | | | | 1 |
| Hake, (south bank,) Nieuwe-Diep, Holland..... | | 1 | | | | | | | | | 1 |
| Halifax, Nova Scotia..... | 1 | | | | 1 | | | | | | 2 |
| Harbor Island, Bay of Islands, Newfoundland..... | 1 | | | | | | | | | | 1 |
| Havana, (reef side of,) Cuba..... | | | 1 | | | | | | | | 1 |
| Hawaii, (Hawaii Island)..... | | | | | | 1 | | | 1 | | 2 |
| Hawaii, (Honolulu)..... | | | | | | 1 | | 1 | | | 2 |
| Hawaii, (Kahoolawe)..... | | | | | | 1 | | | | | 1 |
| Hawaii, (Kapaa)..... | | | | 1 | | | | | | | 1 |
| Hawaii, (Oahu)..... | | | | 1 | | | | 1 | 1 | | 3 |
| Hayti, West Indies..... | | | | | | | 1 | | | | 1 |
| Hayti, (south of,) Isle la Vache, West Indies..... | | | | | | | | 1 | | | 1 |
| Hayti, (Port de Paix,) West Indies..... | | | | | | | | | 1 | | 1 |
| Hayti, (Rochelois Reefs,) West Indies..... | | | | | | | | 1 | | | 1 |
| Heard's Island, Indian Ocean..... | | | | | 1 | | | | | | 1 |
| Hebrides Island, (Mac Ivor Rock,) Scotland..... | | | | | 1 | | | | | | 1 |
| Helicon Point, entrance harbor of Bahia, Brazil..... | | | | | | | | 1 | | | 1 |
| Helgoland, North Sea..... | | | | 1 | | | | | | | 1 |
| Herschel Island, (near Cape Horn,) South America..... | | | | | | | 1 | | | | 1 |
| Holyrood, Conception Bay, Newfoundland..... | | | | | | | | 1 | | | 1 |
| Hook Point, Wexford, Ireland..... | | | 1 | | | | | | | | 1 |
| Hope Point, England..... | | | | 1 | | | | | | | 1 |
| Hull, England..... | | | | | | | 1 | | | | 1 |
| Iceland, (rock near Bordestrand,)..... | | | | | | | | | 1 | | 1 |
| Idsumosaki Island, Japan..... | | | 1 | | | | | | | | 1 |
| Imbetiba, Brazil..... | | | 1 | | | | | | | | 1 |
| Ingonish Harbor, Cape Breton Island, Nova Scotia..... | | | | | | | 1 | | | | 1 |
| Isle Bois, Straits of Belle Isle..... | | | 1 | | | | | | | | 1 |
| Isle de Aves, Venezuela..... | | | | 2 | | | | | | | 2 |
| Isle of Veido..... | | | | | | 1 | | | | | 1 |
| Isle of Wight, England..... | | | | | | | | | 1 | | 1 |
| Jacquemel Bay, Hayti, West Indies..... | | | 1 | | | | | | | | 1 |
| Jardinillos Reef, West Indies..... | 1 | | | | | 1 | | | | | 2 |
| Jarvis Island, South Pacific..... | | 1 | | | | | | | | | 1 |
| Jeremie Harbor, Hayti, West Indies..... | 1 | | 2 | | | | | | | | 3 |
| Jig Rock, near Shelburne, Nova Scotia..... | 1 | | | | | | | | | | 1 |
| Kabenda, Africa..... | | | | | 1 | | | | | | 1 |
| Kaffraria, Africa..... | | | | | | 1 | | | | | 1 |
| Kamschatka, Sea of Okhotsk, Asia..... | 1 | | | | | | | | | | 1 |
| Kingston Harbor, Jamaica..... | | | | 1 | | | | | | | 1 |
| Kingstown, Ireland..... | | | | | 1 | | | | | | 1 |
| Kobe, Japan..... | | | | | 1 | | | | | | 1 |
| Kutsino Island, off coast of Japan..... | | | 1 | | | | | | | | 1 |
| Laguna Bar, Mexico..... | | | | | | 1 | | | | | 1 |
| Lamoig, Jutland..... | 1 | | | | | | | | | | 1 |
| Langlade Island, Newfoundland..... | | | | 1 | | | | | | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| Las Palmas, Canary Islands..... | | 1 | | | | | | | | | 1 |
| Letet's Passage, New Brunswick..... | | | | | | 1 | | | | | 1 |
| Liscomb Harbor, Nova Scotia..... | | 1 | | | | | | | | | 1 |
| Little Curraçon, Caribbean Sea..... | | 1 | | | | | | | | | 1 |
| Little Fish Bay, (60 miles south of,) west coast of Africa..... | | | | | | | 1 | | | | 1 |
| Liverpool, England..... | 1 | | | | | | | | | | 1 |
| Liverpool Harbor, Nova Scotia..... | | | | | | | | 1 | | | 1 |
| Lockport Harbor, (ledge off,) Nova Scotia..... | | 1 | | | | | | | | | 1 |
| Louisburg, Cape Breton Island..... | | | | | | | | 1 | | | 1 |
| Lucea, (reef,) Jamaica..... | | | 2 | | | | | | | | 2 |
| Luzia Island, (5 miles south of Cape Bozorda,) East Indies..... | | | | | | 1 | | | | | 1 |
| Maassar Straits, East Indies..... | | | | | | | | | 1 | | 1 |
| Maassar Straits, (Brill Reef, south of,) East Indies..... | | | | | | | | | | 1 | 1 |
| MacLester's Island, New Brunswick..... | | | | | | 1 | | | | | 1 |
| MacFillard's Point, Straits of Canso..... | | | | | | 1 | | | | | 1 |
| Macyo, (43 miles south of,) Brazil..... | | | | | | | | | 1 | | 1 |
| Madagascar, Indian Ocean..... | | | | | | | | | | 1 | 1 |
| Madira Island..... | | | | | | | | | | 1 | 1 |
| Magalen Islands, Gulf of Saint Lawrence..... | | | | 1 | | | 1 | 1 | | | 3 |
| Magdalena Point, Buenos Ayres, South America..... | | | | | | 1 | | | | | 1 |
| Magdalena River, (mouth of,) United States of Colombia..... | | | | | 1 | 1 | 1 | | 2 | | 5 |
| Mai à Dieu Reef, Cape Breton Island..... | 1 | | | | | | | | | | 1 |
| Maehles Rocks, English Channel..... | | | | | | | | | 1 | | 1 |
| Marhineal Reef, Jamaica, West Indies..... | | | | 1 | | | | | | | 1 |
| Maiala Bay, Philippine Islands..... | | | | 1 | | | 3 | | | | 4 |
| Maiala (Luzon Island,) Philippine Islands..... | | | | | | | | | | 1 | 1 |
| Manal Lagoon, (entrance,) Lower California..... | | | | | | | 1 | | | | 1 |
| Mazanillo de Cuba, (reef north of sloop channel,) West Indies..... | | | | | 1 | | | | | | 1 |
| Mazanillo, Mexico..... | | | | | | 2 | | | | | 2 |
| Maanbo, Porto Rico, West Indies..... | 1 | | | | | | | | | | 1 |
| Maane, Saint Lawrence River, Canada..... | | 1 | | | | | | | | | 1 |
| Maagnez, Porto Rico, West Indies..... | | | | | | | | 1 | | | 1 |
| Matlan, Mexico..... | | 1 | | | 1 | 1 | | | 1 | | 4 |
| Mcoline Bay, coast of Istria, Austria..... | | | | | | | | 1 | | | 1 |
| Meria Bank, (5 miles from Leghorn,) Italy..... | | | | | | | | 1 | | | 1 |
| Mille Island, Albo Straits, East Indies..... | | | | | 1 | | | | | | 1 |
| Mille Wolf, New Brunswick..... | 1 | | | | | | | | | | 1 |
| Mjord Haven, South Wales..... | | | 1 | | | | | | | | 1 |
| Mis Basin, Nova Scotia..... | | | | | | | | | 1 | | 1 |
| Midora Strait, East Indies..... | | | | | | | | | 1 | | 1 |
| Mnelon Islands, Newfoundland..... | | | | | | | | | | 1 | 1 |
| Migoane, Hayti, West Indies..... | | | 1 | 1 | | | | | | | 2 |
| Mtiken Point, Newfoundland..... | 1 | | | | | | | | | | 1 |
| Mha Island, Chili..... | | | | | | | 1 | | | | 1 |
| Mio Island, Mono Passage, West Indies..... | | | | | | | | 1 | | | 1 |
| Mitego Bay, Jamaica, West Indies..... | | | | | | | 1 | | | | 1 |
| Mitego Bay, (10 miles east of,) Jamaica, West Indies..... | | | | | | | | 1 | | | 1 |
| Mitevideo, Uruguay..... | | | | 1 | | | | | | | 1 |
| Mant Cays, Jamaica, West Indies..... | | 1 | | | | | | | | | 1 |
| Mquito Coast, Nicaragua..... | | | | | | 1 | 1 | | | | 2 |
| Mquito Coast, (Prince Apulco Bar,) Nicaragua..... | | | | | | 1 | | | | | 1 |
| Mile, Guadeloupe, West Indies..... | | | 1 | | | | | | | | 1 |
| Mlder Island Ledge, (near Yarmouth,) Nova Scotia..... | 1 | | | | | | | | | | 1 |
| Mquash, Bay of Fundy, New Brunswick..... | 1 | | | | | 2 | | | | | 3 |
| N's Head, Louisburg, Cape Breton..... | 1 | | | | | | | | | | 1 |
| Naimo, British Columbia..... | | | | 1 | | | | | | | 1 |
| Nidad Bay, Mexico..... | | | | | 1 | | | | | | 1 |
| Nva, (between Saint Domingo and Navassa)..... | | 1 | | | | | | | | | 1 |
| Nis, Windward Islands..... | | 1 | | | | | | | | | 1 |
| Newcastle, (The Nobby's,) New South Wales..... | | | | | | | | | 1 | | 1 |
| Ny Guinea, (coral reef off southeast coast of)..... | | | 1 | | | | | | | | 1 |
| Ny Harbor Point, Nova Scotia..... | | 1 | | | | | | | | | 1 |
| Naragua, (coast of)..... | | | | 1 | | | | 1 | | | 2 |
| Nn-Day Rock, Pacific Ocean..... | | | | 1 | | | | | | | 1 |
| Nman's Island, West Indies..... | | | | | | | | | | 1 | 1 |
| Nyritas Harbor, Cuba, West Indies..... | | 1 | | | | | | | | | 1 |
| (Providence Island, Caribbean Sea..... | | | | | | | 1 | 1 | | | 2 |
| (Providence Island, (reef 9 miles north of,) Caribbean Sea..... | | | | | | 1 | | | | | 1 |
| (Providence Island, (reef 43 miles northeast,) Caribbean Sea..... | | | | | | | | | 1 | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|---|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1900. | |
| Opobo, West Coast of Africa..... | | | | 1 | | | | | | | 1 |
| Outer Brandy Rock, Newfoundland..... | | | | 1 | | | | | | | 1 |
| Pabillon de Pica, South America..... | 1 | | | | | | | | | | 1 |
| Packet Rock, Saint Thomas Harbor, West Indies..... | | | | 1 | | | | | | | 1 |
| Palmerston Island, Pacific Ocean..... | | | | | | | | | | | 1 |
| Pamarang Island, East Indies..... | | | | | | | | 1 | | | 1 |
| Paracel Reefs, China Sea..... | | | | | | 1 | | | | | 1 |
| Parahiba, (reefs off,) Brazil..... | | | | | | | | 1 | | | 1 |
| Passages, Bay of Biscay, Spain..... | | | | | 1 | | | | | | 1 |
| Pedro Keys, Caribbean Sea..... | | | | | | 1 | | | | | 1 |
| Pelew Islands, (near,) Pacific Ocean..... | | | | | | | | 1 | | | 1 |
| Pemba Islands, (5 miles north of,) off east coast of Africa..... | | | | | | | | | | | 1 |
| Penzance, Mount's Bay, England..... | | | | | 1 | | | 1 | | | 1 |
| Perula Cay, (50 miles north of Manzanillo,) Mexico..... | | | | | | 1 | | | | | 1 |
| Petty's Harbor, Newfoundland..... | | | | | | 1 | | | | | 1 |
| Pictou, Nova Scotia..... | | | 1 | | | | | | | | 1 |
| Piraguara Bay, Brazil..... | | | 1 | | | | | | | | 1 |
| Plate River, (mouth of,) South America..... | | | | 1 | | | | | 1 | | 2 |
| Plover Bay, Siberia..... | | | | 1 | | | | | | | 1 |
| Point Barbara, San Domingo Island..... | | | | 1 | | | | | | | 1 |
| Point Castilla, Honduras, Central America..... | | 1 | | | | | | | | | 1 |
| Point Della Madonna, South America..... | | | 1 | | | | | | | | 1 |
| Point Espada, (off Cape Saint Raphael,) West Indies..... | | | | | | | | 1 | | | 1 |
| Point Lepreaux, Bay of Fundy, New Brunswick..... | | | 1 | | | | | 1 | 1 | | 3 |
| Point May, Newfoundland..... | | | | | | | | | | 1 | 1 |
| Point Negro and Point Race, (between,) South America..... | 1 | | | | | | | | | | 1 |
| Point Toro, United States of Colombia..... | | | | | | | | 1 | | | 1 |
| Ponape Islands, Caroline Group, Pacific Ocean..... | | | | | 1 | | | | | | 1 |
| Ponce, Porto Rico, and Saint Thomas, (between,) West Indies..... | | 1 | | | | | | | | | 1 |
| Popa Islands, Malay Archipelago, Pacific Ocean..... | 1 | | | | | | | | | | 1 |
| Porter's Passage, (east side of,) Halifax, Nova Scotia..... | 1 | | | | | | | | | | 1 |
| Port aux Basques, Newfoundland..... | | | | | | | 1 | | | | 1 |
| Port Elizabeth, South Africa..... | | | 1 | | | | | | 1 | | 2 |
| Port Simon, Central America..... | | | | | | | 1 | | | | 1 |
| Portland Point, Vancouver's Island, British America..... | | | | 1 | | | | | | | 1 |
| Port Natal, South Africa..... | | | 2 | 1 | | | | | | | 3 |
| Port Natal, Brazil..... | | | | 1 | | 1 | | | | | 2 |
| Porto Capello, Venezuela..... | | | | | | | | 1 | | | 1 |
| Porto Rico, West Indies..... | 1 | | | | 1 | | | | | | 2 |
| Progreso, Mexico..... | | | | | | | 1 | 1 | | | 2 |
| Prospect, Nova Scotia..... | | | | | 1 | | | | | | 1 |
| Pudding-Pan Rocks, near Liverpool, Nova Scotia..... | | | | | | | | | 1 | | 1 |
| Puerto Cortez, (6 miles from,) Honduras Bay, Central America..... | | | | 1 | | | | | | | 1 |
| Puntas Arenas, (18 miles south of,) Costa Rica..... | | | 1 | | | | | | | | 1 |
| Queenstown Harbor, Ireland..... | | | | | | | | 1 | | | 1 |
| Quito Sueno Bank, Caribbean Sea..... | | | | | | | | | | 1 | 1 |
| Quonata, Honduras, Central America..... | | 1 | | | | | | | | | 1 |
| Redcar Rocks, Yorkshire, England..... | | | | | | | | | | | 1 |
| Rhio Straits, (near-Singapore,) Malay Peninsula, East Indies..... | | | | 1 | | | | | | | 1 |
| Rio de Contas, (mouth of,) Brazil..... | | | 1 | | | | | | | | 1 |
| Rio Grande River, Mexico..... | | | | | 1 | | | | | | 1 |
| Rio Grande do Sul Bar, Brazil..... | | | | 1 | | | | 1 | | | 2 |
| Rocky Reef, Point Carlisle Bay, Jamaica..... | | 1 | | | | | | | | | 1 |
| Roe's Welcome, Hudson Bay, Canada..... | | | | | | 1 | | | | | 1 |
| Round Reef, Saint John Harbor, New Brunswick..... | | | | 1 | | | | | | | 1 |
| Russell's Point, Cape Breton Island..... | | | | 1 | | | | | | | 1 |
| Rustico Harbor, Prince Edward Island..... | | | | 1 | | | | | | | 1 |
| Sable Island, Nova Scotia..... | | | | | | | | | 1 | | 1 |
| Saint Andrew's Island, Caribbean Sea..... | | | | | | | | | 1 | | 1 |
| Saint Antonio, Brazil..... | | | | 1 | | | | | | | 1 |
| Saint Ann's Bay, Jamaica..... | | | | | | | | 1 | | | 1 |
| Saint Christopher Island, British West Indies..... | | | 1 | | | | | | | | 1 |
| Saint George's Bay, Syria..... | | | | 1 | | | | | | | 1 |
| Saint Jaques Harbor, Newfoundland..... | | | | | | | | | 1 | | 1 |
| Saint John, New Brunswick..... | | | | | | | | | | | 1 |
| Saint John's, Porto Rico, West Indies..... | 1 | | | 1 | | | 1 | 1 | 1 | | 5 |
| Saint John's Harbor, (entrance to,) Newfoundland..... | | | | | | | | | 1 | | 1 |
| Saint Lucia Island, (Vizé Reefs,) West Indies..... | | | | | | | | 1 | | | 1 |
| Saint Pierre Island, off south coast Newfoundland..... | | | | | | | | | | 1 | 1 |
| Saint Thomas, West Indies..... | 3 | | | | 1 | | | | | | 4 |
| Sand Island, (island near,) Straits of Formosa..... | | | 1 | | | | | | | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| San Andreas Harbor, (reef near,) United States of Colombia | | | | | | | | | | 1 | 1 |
| San Antonio Light, (15 miles east of,) Cuba | | 2 | | | | | | | | | 2 |
| San Blas, Mexico | | | | | | 1 | | | | | 1 |
| San Clemente Island, off south coast California, Pacific Ocean | | | | | | | | | | 1 | 1 |
| San Geronimo Island, Lower California | | 1 | | | | | | | | | 1 |
| San Juan Island, Brazil | | | | | | 1 | | | | | 1 |
| San Juan, Vancouver's Island, British Columbia | | | | 1 | | | | 1 | | | 2 |
| San Lucas Island, Gulf of Mexico | | | | | | 1 | | | | | 1 |
| San Pedro River, (near mouth of,) Gambia, Africa | | | | | | | | | | 1 | 1 |
| Sau Quentin Harbor, Lower California | | 1 | | | | | | | | | 1 |
| Sanger Island, Hoogly River, British India | 1 | | | | | | | | | | 1 |
| Santa Anna, Mexico | | | 3 | | | | | | | | 3 |
| Santa Catalina Island, Pacific Ocean | | 1 | | | | | | | | | 1 |
| Santanillos, or Swan Islands, Caribbean Sea | | | 1 | | | | | | | | 1 |
| Santiago de Cuba, West Indies | | | 1 | | | | | | | | 1 |
| Santa Domingo, West Indies | | | | | | 1 | 3 | 1 | 1 | 1 | 7 |
| Saona Island, Hayti, West Indies | 1 | | 1 | | | | | | | | 2 |
| Saracen Shoal, coast of Borneo | | | | | 1 | | | | | | 1 |
| Scilly Island, South Pacific | | | 1 | | | | | | | | 1 |
| Seal Island, (18 miles west of Cape Sable,) Nova Scotia | | | | | | | | | 1 | | 1 |
| Seal Shoal, Newfoundland | 1 | | | | | | | | | | 1 |
| Semao or Simao Island, Malay Archipelago | | | | | | | | | | 1 | 1 |
| Serrana Keys, Central America | | | | | | 1 | | | 1 | | 2 |
| Serranilla Bank, Caribbean Sea | 1 | | | | | 1 | | | | | 2 |
| Seven Stones, off Land's End, England | | 1 | | | | | | | | | 1 |
| Shag Harbor, Nova Scotia | | | 1 | | | | | | | | 1 |
| Shark's Point, (mouth of Congo River,) Africa | 1 | | | | | | | | | | 1 |
| Sheelee River, (mouth of,) Nova Scotia | | | | 1 | | | | | | | 1 |
| Shelburne, Nova Scotia | | | | | | 1 | 1 | | | 1 | 3 |
| Shimoda or Simoda Harbor, Japan | | | | | | | | | | 1 | 1 |
| Shoal Bay, Newfoundland | | 1 | | | | | | | | | 1 |
| Smith's Island, Port Hood Harbor, Cape Breton Island | | 2 | | | | | | | | | 2 |
| Soerabaya, Java | | | | | | 1 | | | | | 1 |
| Soledad Lagoon, Lower California | | 1 | | | | | | | | | 1 |
| Solomon Islands, (Guadalcanar,) Pacific Ocean | | | | | | | 1 | | | | 1 |
| Sooloo Sea, or Sea of Mindoro, East Indies | | | | | | | | 1 | 1 | | 2 |
| Straits of Georgia, British North America | | | | 2 | | | | | | | 2 |
| Straight of Sunda, East Indies | | | | | | 1 | 1 | | | | 2 |
| Sumatra, (Gaspar Straits) | 1 | | | | | | | | | | 1 |
| Surinam, Dutch Guiana, South America | | | | | 1 | | | | | | 1 |
| Suwarrow Reef, South Pacific | 1 | | | | | | | | | 1 | 2 |
| Swallow Reef, China Sea | | 1 | | | | | | | | | 1 |
| Swansea, Wales | | | | 1 | | | | | | | 1 |
| Sydney, Cape Breton Island, Nova Scotia | | | | | | | | | | 1 | 1 |
| Tabasco River, (mouth of,) Mexico | | | | | 1 | | 2 | | | | 3 |
| Tallock Reef, Carimata Straits, East Indies | | | | | 1 | | | | | | 1 |
| Tamaulipas, Mexico | | | | | | 1 | | | | | 1 |
| Tecumshin, Wexford, Ireland | | | 1 | | | | | | | | 1 |
| Tequish Island, Prince Edward Island | | | | 1 | | | | | | | 1 |
| Terra del Fuego, South America | | | | 1 | | 1 | | | | | 2 |
| Terschelling Light, Netherlands | 1 | | | | | | | | | | 1 |
| Thrum-Cap Shoal, Nova Scotia | | | | | | 1 | | | | | 1 |
| Tonala Bar, Mexico | | 1 | | | | 1 | 1 | 1 | 1 | 1 | 6 |
| Torres Strait, Australia | | | | | | | | | | | 1 |
| Trackio, Nova Scotia | | | 1 | | | | | | | | 1 |
| Triangle Reef, Campeche Bank, Mexico | | | | | | | 1 | | | 1 | 2 |
| Trinidad, West Indies | | 1 | | | | | | | | | 1 |
| Tristan d'Acunha Island, South Atlantic | | | | 1 | | | | | | | 1 |
| Truxillo, Honduras, Central America | | 1 | | | | | | | | 1 | 2 |
| Turtle Bay, Lower California | | | | | | | 1 | | | | 1 |
| Tusket Island, Nova Scotia | | | 1 | | | | | | | | 1 |
| Tuspan, Mexico | | | | 1 | | | | | | | 1 |
| Tuspan Reef, Mexico | | | | | 1 | 1 | | | | | 2 |
| Tuspan River Bar, Mexico | | 1 | | | 1 | | 1 | | | | 3 |
| Two Rivers, Nova Scotia | | | 1 | | | | | | | | 1 |
| Ujae Island, latitude 8° 54' north, longitude 165° 36' east, Pacific Ocean | | | | | | | | 1 | | | 1 |
| Unknown Reef, latitude 50° south, longitude 107° east | | | | | 1 | | | | | | 1 |
| Vancouver's Island, British Columbia | | | | | 1 | | | | | 1 | 2 |
| Vancouver's Island, (12 miles east of Cape Beale,) British Columbia | | | | | 1 | | | | | | 1 |
| Vancouver's Island, (Hesquit Harbor,) British Columbia | | | | | | | 1 | | | | 1 |

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

| Name of place. | Fiscal year ending June 30— | | | | | | | | | | Total. |
|--|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | |
| East London, Africa..... | 1 | | | | | | | 1 | | | 2 |
| Ellingwood Island, Nova Scotia..... | | | | | | | 1 | | | | 1 |
| Emulous Ledge, Nova Scotia..... | | 1 | | | | | | | | | 1 |
| Esenada, (mouth of,) Bristol Channel, Argentine Republic..... | 1 | | | | | | | | | | 1 |
| Falmouth Harbor Reef, Jamaica..... | | | 1 | | | | | | | | 1 |
| Fiji Islands, (northeast group)..... | 1 | | | | | | | | | | 1 |
| Flores Islands, (mouth of Rio de la Plata,) South America..... | | | | | | | | | | | 1 |
| Flores Straits, Malay Archipelago..... | | | | | | | | | | 1 | 1 |
| Flushing, Holland..... | | 1 | | | | | | | | | 1 |
| Flushing Roads, (below Antwerp,) Belgium..... | | | 1 | | | 1 | | | | | 2 |
| Galway, Ireland..... | | | | | 1 | | | | | | 1 |
| Gabriola Reef, Gulf of Georgia, British Columbia..... | | | 1 | | | | | | | | 1 |
| Garrucha Roadstead, Spain..... | | 1 | | | | | | | | | 1 |
| Gibraltar, Spain..... | | | | | 1 | | | | | | 1 |
| Gonaive Island, West Indies..... | 1 | | | | | | | | | | 1 |
| Goodwin Sands, England..... | 1 | | | | | | | | | | 1 |
| Gough's Island, South Pacific Ocean..... | | | 1 | | | | | | | | 1 |
| Grand Cayman, British West Indies..... | | 1 | | | 1 | | | | | 1 | 3 |
| Grand Manan Island, New Brunswick..... | 1 | | 1 | | | | 1 | 2 | | | 6 |
| Grand Manan, (Murr Ledges,) New Brunswick..... | | | | | | | | | 1 | | 1 |
| Grand Sands, near Trieste, Austria..... | 1 | | | | | | | | | | 1 |
| Grand Turk Island, British West Indies..... | | | | | | | | | 3 | | 4 |
| Grand Turk Island, (Cotton Cay,) British West Indies..... | | | | | | | | | | 1 | 1 |
| Greytown, Nicaragua..... | | 1 | | | | | | | | | 1 |
| Guanabana, Cuba, West Indies..... | 1 | | | | | | | | | | 1 |
| Gull Island, Long Harbor, Newfoundland..... | 1 | | | | | | | | | | 1 |
| Gull Island, Nova Scotia..... | | | | | | 1 | | | | | 1 |
| Gun Fleet Sound, Essex, England..... | | 1 | | | | | | | | | 1 |
| Hainan Island, China..... | | | | | 1 | | | | | | 1 |
| Haake, (south bank,) Nieuwe-Diep, Holland..... | | 1 | | | | | | | | | 1 |
| Halifax, Nova Scotia..... | 1 | | | | 1 | | | | | | 2 |
| Harbor Island, Bay of Islands, Newfoundland..... | 1 | | | | | | | | | | 1 |
| Havana, (reef side of,) Cuba..... | | | 1 | | | | | | | | 1 |
| Hawaii, (Hawaii Island)..... | | | | | | 1 | | | 1 | | 2 |
| Hawaii, (Honolulu)..... | | | | | | 1 | | | 1 | | 2 |
| Hawaii, (Kahoolawe)..... | | | | | | 1 | | | | | 1 |
| Hawaii, (Kapaa)..... | | | | 1 | | | | | | | 1 |
| Hawaii, (Oahu)..... | | | | 1 | | | | 1 | 1 | | 3 |
| Hayti, West Indies..... | | | | | | | 1 | | | | 1 |
| Hayti, (south of,) Isle la Vache, West Indies..... | | | | | | | | 1 | | | 1 |
| Hayti, (Port de Paix,) West Indies..... | | | | | | | | | 1 | | 1 |
| Hayti, (Rochelais Reefs,) West Indies..... | | | | | | | | | 1 | | 1 |
| Heard's Island, Indian Ocean..... | | | | | | 1 | | | | | 1 |
| Hebrides Island, (Mac Ivor Rock,) Scotland..... | | | | | 1 | | | | | | 1 |
| Helicon Point, entrance harbor of Bahia, Brazil..... | | | | | | | | 1 | | | 1 |
| Helgoland, North Sea..... | | | | | 1 | | | | | | 1 |
| Herschel Island, (near Cape Horn,) South America..... | | | | | | | 1 | | | | 1 |
| Holyrood, Conception Bay, Newfoundland..... | | | | | | | | 1 | | | 1 |
| Hook Point, Wexford, Ireland..... | | | 1 | | | | | | | | 1 |
| Hope Point, England..... | | | | 1 | | | | | | | 1 |
| Hull, England..... | | | | | | | 1 | | | | 1 |
| Iceland, (rock near Bordestrand,)..... | | | | | | | | | | 1 | 1 |
| Idsumosaki Island, Japan..... | | | 1 | | | | | | | | 1 |
| Imbetiba, Brazil..... | | | 1 | | | | | | | | 1 |
| Ingonish Harbor, Cape Breton Island, Nova Scotia..... | | | | | | | 1 | | | | 1 |
| Isle Bois, Straits of Belle Isle..... | | | 1 | | | | | | | | 1 |
| Isle de Avos, Venezuela..... | | | | 2 | | | | | | | 2 |
| Isle of Veido..... | | | | | | 1 | | | | | 1 |
| Isle of Wight, England..... | | | | | | | | | 1 | | 1 |
| Jacquemel Bay, Hayti, West Indies..... | | | 1 | | | | | | | | 1 |
| Jardinillos Reef, West Indies..... | 1 | | | | | 1 | | | | | 2 |
| Jarvis Island, South Pacific..... | | 1 | | | | | | | | | 1 |
| Jeremie Harbor, Hayti, West Indies..... | 1 | | 2 | | | | | | | | 3 |
| Jig Rock, near Shelburne, Nova Scotia..... | 1 | | | | | | | | | | 1 |
| Kabenda, Africa..... | | | | | 1 | | | | | | 1 |
| Kaffraria, Africa..... | | | | | | 1 | | | | | 1 |
| Kamschatka, Sea of Okhotsk, Asia..... | 1 | | | | | | | | | | 1 |
| Kingston Harbor, Jamaica..... | | | | 1 | | | | | | | 1 |
| Kingstown, Ireland..... | | | | | 1 | | | | | | 1 |
| Kobe, Japan..... | | | | | 1 | | | | | | 1 |
| Kutsino Island, off coast of Japan..... | | | 1 | | | | | | | | 1 |
| Laguna Bar, Mexico..... | | | | | | 1 | | | | | 1 |
| Lamoig, Jutland..... | 1 | | | | | | | | | | 1 |
| Langlade Island, Newfoundland..... | | | | 1 | | | | | | | 1 |

REPORT

OF THE

BOARD ON LIFE-SAVING APPLIANCES.

BUFFALO MEETING, SEPTEMBER, 1886.

475



LETTER OF TRANSMITTAL.

BUFFALO, NEW YORK,
September 8, 1886.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances for the September meeting, 1886, together with accompanying papers.

Very respectfully, your obedient servant,

F. R. BABY,
President of the Board.

SUMNER I. KIMBALL, Esq.,
*General Superintendent,
United States Life-Saving Service,
Washington, D. C.*

REPORT.

BOARD ON LIFE-SAVING APPLIANCES, *Buffalo, New York, September 8, 1886.*

I.—PREAMBLE.

The Board on Life-Saving Appliances constituted by the Hon. Secretary of the Treasury in Department letter of January 3, 1882, met at Buffalo, New York, on August 31, 1886, at noon, for the transaction of such business as should properly be brought before it.

Present: F. R. Baby, esq., president; Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Lieut. Thomas D. Walker, U. S. R. M., recorder; Superintendent B. C. Sparrow, Second District, L. S. S.; Superintendent D. P. Dobbins, Ninth District, L. S. S.; Assistant Superintendent John Waters, Third District, L. S. S.

The president then read Department letter, dated July 29, 1886, appointing Assistant Superintendent John Waters, Third District, L. S. S., a member of the Board, vice Keeper John C. Patterson, of Shark River Life-Saving Station, Fourth District, who had resigned from the Life-Saving Service. A copy of this letter is appended and marked "I."

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Ingersoll's line-throwing gun.
2. Cunningham "line rocket."
3. Gray's life-saving projectile.
4. McLellan's change in worm for Lyle gun.

CLASS II.—*Miscellaneous appliances.*

1. Dobbins' open self-righting surf-boat.
2. Moore's self-bailing surf-boat.
3. Dobbins' self-righting, self-bailing, and insubmergible life-boat.
4. Norton's patent life-boat.
5. Dwyer's life boat.
6. Haskins' self-propelling raft.
7. Griffith's life-raft.
8. Dobbins' extra buoyant ballast for life-boats.
9. Byrne's wooden-ball buttons for life-saving purposes.
10. Pain's night signal.
11. Detwiller's signal rockets.
12. Detwiller's signal shells.
13. Magneto-call system.

14. Dobbins' improved breeches-buoy traveler-block.
15. McLellan's changes in tally boards and blocks.
16. Williams' patent anchor.
17. Dobbins' boat transport launching wagon.
18. St. John's boat wagon.
19. McLellan's boat wagon.
20. Dobbins' boat-launching ways.
21. Dobbins' patrol time-detector key-safe.
22. Davis' patent rowlock.
23. Byrne's life-saving grab-hook.
24. Kubach's boat-hook and life-staff.
25. McLellan's substitute of fireman's axe for the pick and axe.
26. Duffy's wave motor.
27. Utility folding ladder.
28. Patterson's plan for use of oil in life-boats.
29. Montague's device, for use of oil on rough seas.
30. Murden's plan, for use of oil on rough seas.
31. Gardner's plan, for use of oil on rough seas.
32. Chaplin anti-friction wheel.
33. Dobbins' marginal index for signal books.
34. Imhauser's watchman's improved time-detector or patrol-clock.
35. Dobbins' improvement in life-cars.
36. Williams' spherical shot-line cases.
37. Purchase of Dobbins' self-righting, self-bailing, and insubmergible life-boat and boat transport launching wagon.

III.—COMMITTEES.

I.—Committees appointed.

1. *On Cunningham's "line rocket."*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Assistant Superintendent John Waters, Third District, Life-Saving Service.
2. *On McLellan's change in worm for Lyle gun.*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.
3. *On boat-wagons and other devices for transportation of apparatus.*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Assistant Superintendent John Waters, Third District, Life-Saving Service.
4. *On Detwiller's signal rocket and signal shell.*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Assistant Superintendent John Waters, Third District, Life-Saving Service.
5. *On Williams' patent anchor.*—Capt. J. H. Merryman, U. S. R. M.; Assistant Superintendent John Waters, Third District, Life-Saving Service.
6. *On use of oil on rough seas, &c.*—Superintendent B. C. Sparrow, Second District, Life-Saving Service; Assistant Superintendent John Waters, Third District, Life-Saving Service.
7. *On substitution of fire axe for pick and axe.*—Lieut. Thomas D. Walker, U. S. R. M.; Superintendent D. P. Dobbins, Ninth District, Life-Saving Service.
8. *On changes in tally boards and blocks.*—Superintendent B. C. Sparrow, Second District, Life-Saving Service; Assistant Superintendent John Waters, Third District, Life-Saving Service.
9. *On Kubach's boat-hook and life-staff.*—Lieut. Thomas D. Walker,

U. S. R. M.; Superintendent D. P. Dobbins, Ninth District, Life-Saving Service.

10. *On Davis' patent rowlocks.*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Superintendent B. C. Sparrow, Second District, Life-Saving Service.

11. *On Byrne's life-saving grab-hook.*—Lieut. Thomas D. Walker, U. S. R. M.; Superintendent D. P. Dobbins, Ninth District, Life-Saving Service.

12. *On life-boats, &c.*—Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department U. S. A.; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Assistant Superintendent John Waters, Third District, Life-Saving Service.

II.—Committees continued.

1. On Cunningham's line rocket.
2. On boat-wagons and other devices for transportation of apparatus.
3. On changes in tally boards and blocks.
4. On life-boats, &c.
5. On Williams' patent anchor.

III.—Committees' reports.

1. On change in worm for Lyle gun.
2. On Haskins' self-propelling raft.
3. On Pain's night signal.
4. On Detwiller's signal rockets and shells.
5. On Williams' patent anchor.
6. On Davis' patent rowlocks.
7. On Byrne's life-saving grab-hooks.
8. On Kubach's boat-hook and life-staff.
9. On substitution of fireman's axe for pick and axe.
10. On use of oil on rough seas.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to be present before the Board for the purpose of explaining their devices.

V.—RESULTS.

Ingersoll's line-throwing gun.—The illustrations and details given are for a small gun, to be used for fire purposes in cities. There are no drawings or dimensions given of the gun the inventor designs for use in the life-saving service. The system would, if carried out, apparently be more complicated and less reliable than the system now in use, and probably less effective. The inventor apparently loses sight of the fact that as soon as a larger caliber is made, a new problem presents itself that is far more difficult of solution. Should the inventor, however, desire to test his system, let him prepare a gun and apparatus just as he intends it to be used, and submit it to the Board. Without such a test the Board can take no further action.

2. *Gray's life-saving projectile.*—This projectile is a rocket, constructed somewhat on the principle of the Hooper and Hale rockets. The spiral grooves on the outside are intended to impart a rotary motion and steadiness of flight. This is an old idea, that has been

tested for projectiles many times, and has always failed to give satisfaction. From the unfavorable experience of the past the Board does not feel authorized to spend further time in its consideration, nor to advise either the Government or the inventor to expend any money in making tests thereof.

3. *Williams' patent anchor*.—The claims of the inventor are apparently well-founded. The opinion of the committee that a 50-pound anchor be tested at one of the life-saving stations is concurred in.

The only model before the Board is a small one, but it apparently works well. No definite result can be obtained without the trial of a full-sized anchor in a rough sea.

4. *Duffy's wave motor*.—This device does not come within the province of the Board, and as its consideration belongs to another department of the Government, the Board declines to further consider the subject.

5. *Patterson's plan for use of oil in life-boats—Montague's device, Murden's plan, and Gardner's plan; for use of oil on rough seas*.—The consideration of these various plans shows that nothing noteworthy has been developed by them further than has already been covered by the previous report of the Board for 1883. (See Report of Life-Saving Service, pp. 412-413.)

6. *Haskins' self-propelling raft*.—This raft is sufficiently explained in the report of the committee. The experiments show that the raft has not been successful and that further trials of any raft constructed upon this model or principle are unnecessary. The committee's report gives all detailed information.

7. *Pain's night signal*.—The results for this signal are given in the report of the committee. The Pain signal was tested in comparison with the Coston light. It requires less apparatus and is more convenient for transportation, but its illuminating properties are not so good as the Coston light now in use in the Service. There is little difference in the wear of the two lights so far as the experiments have shown.

8. *Byrne's wooden balls for life-saving purposes*.—These pine balls are about $1\frac{3}{4}$ inches in diameter and are intended to be sewn to the clothing of surfmen. The balls are claimed to support $1\frac{1}{4}$ ounces which requires about 13 balls (more accurately, 12.8) to support one (1) pound. Hence, to support the 28 pounds dead weight which can be sustained by the life-preserver in service would require 359 (accurately, 358.4) of these balls. This number of balls would be more cumbersome than the life-preserver and less desirable, besides the difficulty of properly distributing such a number of balls over the clothing.

9. *Davis' patent rowlocks*.—The views of the committee are concurred in by the full Board. (See committee report.)

10. *Detwiller's signal rocket and signal shell*.—These rockets and shells are sufficiently described in the report of the committee.

The distinguishing feature of both is the explosion at the highest point of the trajectory which is intended to attract attention to vessels in distress. The rockets are somewhat frail in structure and would require careful handling to prevent injury. The shell would be dangerous in the hands of careless men.

11. *Byrne's life-saving grab-hook*.—This device was tested by a committee. It is not apparent what advantage could be gained by its adoption in the Service.

12. *Kubach's boat-hook and life-staff*.—This is described in the appendix to the committee's report. No sample was submitted. The construction indicates an increase of complication over the ordinary boat-

book without a sufficient compensation in increased utility to warrant its employment in the Life-Saving Service.

13. *McLellan's substitution of a fireman's axe for the pick and axe.*—This is a proposition to adopt a single tool to replace two implements, in itself a desirable object when it can be done without losing efficiency. The fireman's axe used as a pick is less powerful and durable than the pick-axe; while as an axe it has no advantage over the common axe now in use.

14. *McLellan's change in worm for Lyle gun.*—No sample was submitted. The views of the committee are concurred in by the Board.

15. *Magneto-call system.*—This plan is quite simple, and without doubt this or a similar system would be of great advantage to the Service. This fact was recognized by the Board in its report upon the Gamewell fire-alarm and signal-telegraph made in 1884.

The expense attendant upon the introduction of such a system would probably be beyond the reach of the Service at the present time. It is of primary importance that the stations should be connected by a telephone system over which conversation can be held before the introduction of a supplementary signal system be attempted. It should be the policy of the Department to first connect the stations by telephone, and then to endeavor, as soon as funds are available, to supplement the primary system by a secondary or intermediate call system by which arbitrary signals may be sent to the stations from any desired number of intermediate points along the line of patrol.

16. *Griffith's life-raft.*—A full description of this raft is appended to this report. It is flexible and is made in sections. The rafts are of various sizes. They can be rolled up when not required for use. The raft is designed to be drawn to and from a wreck by a rope, or carried out to a wreck by the life-boat and thrown overboard to support persons in the water until they are picked up by the boat.

17. *Dobbins' open self-righting surf-boat.*—Superintendent Dobbins withdrew this boat, not having been able to have it ready for submission to the Board. He later submitted a drawing of the boat and requested the restoration of the subject to the docket. The subject was then referred to the committee on boats.

18. *Utility folding ladder.*—The ladder is fully described in the appendix. It is an excellent ladder for certain purposes, but would be of little use in the Life-Saving Service. The surf-boat has already as many articles as can properly be taken care of. Nothing not absolutely necessary should be added to the equipments of these boats.

19. *Purchase of a Dobbins' self-righting, self-bailing, and insubmergible life-boat and boat transport launching wagon.*—Superintendent Dobbins requested the Board to recommend the purchase of the boat and wagon above described, "to be placed for trial at some exposed station on the Atlantic or Pacific coast of the United States."

The Board finds that the granting of this request would conflict with Par. VI of the General Regulations of the Board, which reads as follows:

"All apparatus connected with any device or invention will be delivered at the expense of the agent or inventor of same, at such point and at such time as the Board may direct, and returned at the expense of said agent or inventor when no longer required by the Board."

Any deviation from this rule would leave the Board open to the charge of favoring an individual inventor and discriminating against other inventors or agents who are and have been required to furnish samples or models for test at their own expense, as well as to transport them to

such place and at such time as the Board or its committees may elect without expense to the United States. The Board, therefore, declines to recommend the purchase of the above-mentioned apparatus at this time, and the Board hereby authorizes the respective committees to request Superintendent Dobbins to deliver his boat and launching wagon at such time and place as they may select for further trial without expense to the United States.

20. *Dobbins' marginal index for signal-books.*—This is a method of attaching to the leaves of the signal-books small leather tags bearing catch letters and words printed in gilt on red and black in such a manner as to enable any one to rapidly find the signals and their translation. It is an admirable method for expediting the reading of the international code of signals.

21. *Imhauser's improved time-detector or patrol-clock.*—This is a watchman's clock, to be carried by surfmen at isolated stations where the patrol checks cannot be used to advantage. It is designed to protect surfmen against unjust charges of neglecting their patrol. It also furnishes the Department with documentary evidence with which to refute such charges made against patrolmen. Unless tampered with it gives indisputable evidence of their whereabouts during the hours of patrol. The paper dial is perforated by the insertion of a key at each of the patrol key-posts, and forms a record which is filed for future reference.

22. *Dobbins' patrol time-detector key-safe.*—This is sufficiently described in the addenda and drawing appended. It is designed to be used at isolated stations in conjunction with the patrol-clock. At such stations the use of exchange checks is impracticable.

22. *Dobbins' improved life-car.*—The improvement claimed consists in discarding the present hatch on the life-car and substituting therefor two "close-fitting, hinged hatches, or doors, opening inward and closed tightly by bar and set screws, which can be fastened or opened from the inside or outside." A canvas funnel, or "chute," is also attached to the combings of the hatch and filled with draw-strings and guide-lines. This arrangement is designed to prevent the entrance of water, to guide the entrance of passengers through the hatch, and to protect the messenger who is sent from the shore to superintend the embarkation of wrecked persons.

24. The following subjects were referred to committees for investigation and report, viz:

To the committee—

A.—On boat-wagons, &c.:

1. Dobbins' boat transportation wagon.
2. St. John's boat-wagon.
3. McLellan's boat-wagon.
4. Dobbins' boat-launching ways.
5. Chaplin anti-friction wheel.

B.—On life-boats, &c.:

1. Moore's self-bailing surf-boat.
2. Dobbins' self-righting, self-bailing, and insubmergible life-boat.
3. Norton's patent life-boat.
4. Dwyer's life-boat.
5. Dobbins' extra buoyant ballast for life-boat.
6. Dobbins' open self-righting surf-boat.

C.—On changes in tally board and blocks :

1. McLellan's changes in tally board and blocks.
2. Dobbins' improved breeches-buoy traveler-block.

D.—On Cunningham's line-rocket :

1. Cunningham's line-rocket.
2. Williams' spherical shot-line cases.

E.—On Williams' patent anchor :

1. Williams' patent anchor.

VI.—OPINIONS.

1. *Williams' patent anchor.*—The Board is of the opinion that this anchor possesses merit, and recommends a further trial with a 50-pound anchor.

2. *Patterson's plan for use of oil in life-boats—Montague's device, Murden's plan, Gardner's plan; for use of oil in rough seas.*—The Board is of the opinion that no new idea worthy of further trial or consideration is embraced in the methods here proposed.

3. *Haskins' self-propelling raft.*—The Board is of the opinion that this raft is not adapted to the wants of the Service, and that no further tests are advisable.

4. *Pain's night signal.*—The Board is of the opinion that the Pain night signal does not possess sufficient advantages over the light now in use in the Service to warrant its adoption.

5. *Byrne's wooden balls for life-saving purposes.*—The Board is of the opinion that these wooden balls are not suitable for the Service.

6. *Davis' patent rowlocks.*—The Board is of the opinion that no special rowlock should be prescribed at this time for the use of the Service, on account of the diversity of opinion among the surfmen employed in the Service.

7. *Detwiller's signal rockets and signal shells.*—The Board is of the opinion that these devices are not preferable to the more simple lights or signals now in use.

8. *Byrne's life-saving grab-hook.*—The Board is of the opinion that this device is not required for issue to the Service.

9. *Kuback's boat-hook and life-staff.*—The Board is of the opinion that this boat-hook is not adapted to the wants of the Service.

10. *McLellan's substitution of fireman's axe for pick and axe.*—The Board is of the opinion that this change is not desirable.

11. *McLellan's change of worm for Lyle gun.*—The Board is of the opinion, from what evidence is before it, that the change is not desirable until some greater advantage than has been shown is apparent.

12. *The magneto-call system.*—The Board, while admitting the simplicity of this system, is of the opinion that whenever money is available for such purposes the telephone might be first introduced to connect the stations and then that some such call system should be adopted for the Service. The Board cannot, therefore, at this time, recommend the introduction of this or any similar system.

13. *Griffith's life-raft.*—The Board is of the opinion that this raft is not adapted for use at life-saving stations, as it must be sent out from the shore and operated by a line. This office is better and more easily performed by the breeches-buoy and life-car now in use, and even by a surf-boat operated in a similar manner. The experience has been that life-rafts are virtually useless for this Service.

14. *The utility folding ladder.*—The Board is of the opinion that this ladder would be of no advantage in boarding vessels in a surf, and that

it is not necessary for use at life-saving stations, as the boats should carry nothing not absolutely essential.

15. *Dobbins' marginal index for signal-books.*—The Board is of the opinion that this method of indexing the code of international signals is excellent, and would be valuable to the Service.

16. *Imhauser's improved time-detector or patrol-clock.*—The Board is of the opinion that the patrol-clock is a valuable adjunct to the apparatus of isolated stations where the system of exchange checks is impracticable. The Board is also of the opinion that no means should be left unemployed to protect the honor and fidelity of the surfmen from unjust accusations of negligence, and that the patrol-clock should be adopted wherever, in the opinion of the General Superintendent, it may be useful or necessary.

Dobbins' patrol time-detector key-safe.—The Board is of the opinion that this key-safe meets the requirements of the Service, to be used in connection with the patrol-clock at points where the employment of exchange checks are impracticable.

Dobbins' improved life-car.—The Board is of the opinion that this arrangement is dangerous, that it is not so good as the present hatch, and that it should not be adopted for the use of the Service.

VII.—RECOMMENDATIONS.

1. *Williams' patent anchor.*—The Board respectfully recommends that the inventor be requested to furnish a fifty-pound anchor for trial at a life-saving-station, under the direction of the committee, and that if the results of the trials are satisfactory to the committee and to the General Superintendent the anchor be adopted for use in the Service.

2. *Dobbins' marginal index for signal books.*—The Board respectfully recommends that this method of indexing be applied to the signal books issued to the stations, together with any minor modifications or improvements that may be deemed necessary to render them more serviceable, or that may suggest themselves in the studied preparation of the work for issue.

3. *Imhauser's improved time-detector or patrol-clock.*—The Board respectfully recommends that the General Superintendent procure and put in service proper patrol-clocks at such stations as they may appear to be needed.

4. *Dobbins' patrol time-detector key-safe.*—The Board respectfully recommends that this patrol key-safe be adopted for use at such points as in the judgment of the General Superintendent it may be deemed necessary.

VIII.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

1. Cunningham's line-rocket.
2. Williams' spherical shot-line cases.

CLASS II.—*Miscellaneous appliances.*

1. Dobbins' open self-righting surf-boat.
2. Moore's self-bailing surf-boat.
3. Dobbins' self-righting, self-bailing, and insubmergible life-boat.
4. Norton's patent life-boat.
5. Dwyer's life-boat.

6. Dobbins' extra buoyant ballast for life-boats.
7. Dobbins' improved breeches-buoy traveler-block.
8. McLellan's changes in tally boards and blocks.
9. Dobbins' boat-transport launching-wagon.
10. St. John's boat-wagon.
11. McLellan's boat-wagon.
12. Dobbins' boat-launching ways.
13. Williams' patent anchor.
14. Chaplin anti-friction wheel.

IX.—ADDENDA.

I.—Letter from the Secretary of the Treasury appointing Assistant Superintendent John Waters, Third District Life-Saving Service, a member of the Board on Life-Saving Appliances, *vice* Keeper J. C. Patterson, resigned from the Life-Saving Service.

II.—Daily record of the proceedings of the Board.

III.—Reports of committees :

1. Haskins' self propelling raft.
2. Pain's night-signal (plate I.)
3. Davis' standard rowlocks (plate II.)
4. Detwiller's signal-rocket and signal-shell.
5. Byrnes' life-saving grab-hooks (plate III.)
6. Kubach's boat-hook and life-staff (plate IV.)
7. McLellan's substitution of fireman's axe for pick and axe.
8. McLellan's change in worm for Lyle gun.
9. Use of oil on rough seas.
10. Williams' patent anchor (plate V.)

IV.—Griffiths' life raft (plate VI.)

V.—Utility folding ladder.

VI.—Magneto-call system.

VII.—Dobbins' patrol time-detector key-safe (plate VII.)

VIII.—Dobbins' improvement in life-car.

IX.—Dobbins' marginal index for signal-books.

X.—Ingersoll's life-saving projectile (plate VIII.)

XI.—Imhanser's improved time-detector or patrol-clock (plate IX.)

F. R. BABY,

President of the Board.

J. H. MERRYMAN,

Captain U. S. R. M.

D. A. LYLE,

Captain of Ordnance U. S. A.

THOMAS D. WALKER,

Lieutenant U. S. R. M., Recorder.

BENJ. C. SPARROW,

Superintendent Second Life-Saving District.

D. P. DOBBINS,

Superintendent Ninth Life-Saving District.

JOHN WATERS,

Assistant Superintendent Third Life-Saving District.

There being no further business before it, the Board adjourned *sine die*.

F. R. BABY,

President of the Board.

THOMAS D. WALKER,

Lieutenant U. S. R. M., Recorder.

ADDENDA.

II.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

BUFFALO, NEW YORK, August 31, 1886.

In compliance with the call of the president the Board on Life-Saving Appliances assembled at Buffalo, New York, in the office of the superintendent of life-saving stations, Ninth District, on the 31st day of August, 1886, at noon.

Present: Frank R. Baby, president; Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Lieut. Thomas D. Walker, U. S. R. M., recorder; Superintendent B. O. Sparrow, U. S. L. S. S.; Superintendent D. P. Dobbins, U. S. L. S. S., and Assistant Superintendent John Waters, U. S. L. S. S.

The proceedings were opened by the reading of the order of the Secretary of the Treasury (dated July 29, 1886,) constituting Assistant Superintendent John Waters, of the Third Life-Saving District, a member of the Board, in place of Keeper John C. Patterson, resigned from the Life-Saving Service.

The reading of the minutes of the last meeting of the Board at New York, in October, 1884, was, upon motion, dispensed with, the same having been published in the annual report of the General Superintendent of the Life-Saving Service for that year.

Capt. J. H. Merryman offered the following resolution, which was adopted:

Resolved, That the General Superintendent of the Life-Saving Service, Mr. S. I. Kimball, who is now in the city of Buffalo, be invited by the president of the Board to attend the meetings of the Board and participate in its discussions."

The president laid before the meeting letters from the General Superintendent of the Life-Saving Service, dated the 24th and 28th instant, respectively, referring the following subjects for the consideration of the Board, viz:

A letter from Terrence Duffy, of San Francisco, California, inclosing a descriptive catalogue and solar prints of his "wave motor."

A letter from David P. Dobbins, superintendent of the Ninth District, together with specifications and drawings of his devices and appliances, as follows: Self-righting, self-bailing, and insubmersible surf-life-boat; open, self-righting surf-boat; boat transport launching wagon; improved breeches-buoy traveler-block; patrol time-detector key-safe; extra buoyant ballast for life-boats; and boat-launching ways.

(The letter stated that working models of the above will be submitted by Mr. Dobbins in person.)

A letter from the Viaduct Manufacturing Company, of Baltimore, Maryland, describing its "magneto-call system," as adapted to the needs of the Life-Saving Service (with sketch.)

A letter from Frank E. Davis, of Gloucester, Massachusetts, relative to his patent rowlock, with description and illustrations.

Letters from Simon Ingersoll, of Glenbrook, Connecticut, relative to his gun for line-carrying purposes, a pencil drawing and description being inclosed.

A letter from John W. Bell, submitting a circular relating to Griffith's life-raft, together with specifications and drawings of the same.

A letter from Superintendent Arthur Dominy, of the Third District, submitting specifications and drawing of an improved boat-wagon, designed by W. H. St. John, of Bay Shore, Long Island, New York.

A letter from R. F. Hunter, of Washington, District of Columbia, requesting a test of the Cunningham line-rocket. The letter inclosed a copy of Mr. Cunningham's letters patent and explanatory memoranda.

A letter from Capt. R. B. Forbes, of Milton, Massachusetts, relative to Capt. D. G. Patterson's plan for using oil to subdue a rough sea.

Letters from F. D. Montague, of Milton, Massachusetts, transmitting drawings and explanatory notes of his device for distributing oil upon a rough sea.

Letters from Francis L. Norton, inclosing specifications and drawings of his patent life-boat.

A letter from Gorham Gray, of Boston, Massachusetts, relative to his life-saving projectile.

*Letters from the Utility Folding Ladder Company, of New York, submitting a folding ladder.

A letter from Lieut. John C. Moore, U. S. R. M., submitting drawings and a model of his self-bailing surf-boat.

Letters from Sylvester Byrne, of Philadelphia, Pennsylvania, submitting specifications of his "life-saving grab-hook."

A letter from Hon. James H. Jones, M. C., presenting plans and specifications of a life-boat invented and patented by Daniel Dwyer, of Marshall, Texas.

A letter from Charles D. Kubach, of Baltimore, Maryland, inclosing a description and drawing of his "boat-hook and life-staff."

Letters from E. O. Murden, of Asbury Park, New Jersey, relative to the use of oil on broken water.

Letters from Lieut. C. H. McLellan, U. S. R. M., assistant inspector of Life-Saving Stations, as follows:

Suggesting certain changes in the tally-boards now used by the Service; also in the fitment of the worm for the Lyle gun.

He also recommends the substitution of the fireman's axe for the pick and axe now used by the Service.

He also requests that the boat-carriage at the Atlantic City station, Fourth District, (coast of New Jersey,) designed by himself, be examined and tested by a committee of the Board.

Letters from Dr. G. H. Gardner, of Nantucket, Massachusetts, calling attention to his device for distributing oil upon broken water.

A letter from Sylvester Byrne, of Philadelphia, Pennsylvania, relative to his wooden ball-button life-preserver.

The regular order of business was then taken up.

COMMITTEE REPORTS.

Under the call for reports of committees, Capt. D. A. Lyle, of the committee on Haskins' self-propelling raft, submitted the committee's report of its examination and trial of the raft at Revere Beach, Massa-

achusetts, on November 18, 1884, and at Orleans, in the same State, on May 25, 1885.

After discussing the report at length, it was adopted by the Board and the committee discharged.

Captain J. H. Merryman, of the committee on the Pain signal, presented a report thereon, which was read and placed on file for consideration later.

The committee was, upon motion, discharged.

CONSIDERATION OF THE DOCKET.

1. The Board then proceeded to the consideration of the subjects referred to it by the General Superintendent and committees were appointed as follows:

(1) On the use of oil on rough water: Superintendent B. C. Sparrow, Assistant Superintendent John Waters.

(2) On Lieutenant McLellan's recommendation for a change in the fitment of the worm for the Lyle gun: Capt. J. H. Merryman, Capt. D. A. Lyle.

(3) On Lieutenant McLellan's proposition to substitute fire axes for picks and axes as part of the beach apparatus: Lieut. T. D. Walker, Superintendent D. P. Dobbins.

(4) On Lieutenant McLellan's recommendation for a change in tally-boards and purchase-blocks: Superintendent B. C. Sparrow, Assistant Superintendent John Waters.

(5) On boat-wagons and devices for transportation of the apparatus: Capt. J. H. Merryman, Capt. D. A. Lyle, Assistant Superintendent John Waters.

(6) On Kubach's boat-hook and life-staff: Lieut. T. D. Walker, Superintendent D. P. Dobbins.

(7) On Davis' rowlocks for boats: Capt. J. H. Merryman, Capt. D. A. Lyle, Superintendent B. C. Sparrow.

(8) Moore's (Lieut. J. C.) self-bailing surf-boat: Lieutenant Moore appeared before the Board and described his method of constructing a self-bailing surf-boat, a small working model and plans being used in illustration. The subject was then laid aside informally for reference to a committee at the proper time.

(9) Norton's life-boat: The papers submitted by Francis L. Norton relative to his patent life-boat were then read at length. The reading being completed and an examination made of the plans of said boat, the Board, at 4.30 P. M., adjourned to meet at the Buffalo Life-Saving Station at 11 o'clock to-morrow (September 1st,) to examine a section of a boat illustrating Mr. Norton's principle of water-ballast.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

WEDNESDAY, *September 1, 1886.*

The Board met at the Buffalo Life-Saving Station at 11 o'clock, as per adjournment of yesterday, (all the members being present,) and proceeded to examine the section of a life-boat designed and patented by Francis L. Norton.

The examination being concluded, the Board, at 2 o'clock P. M., returned to its place of meeting at No. 298 Main street, and, after the minutes of yesterday's meeting had been read and approved, resumed the consideration of the subjects before it.

The General Superintendent of the Life-Saving Service, who was present, referred to the Board the following communications received since his arrival in Buffalo :

A letter from Messrs. Detwiller & Street, of No. 13 Dey street, New York, dated August 27th, 1886, submitting for trial distress signals of their manufacture, as follows : Five red reporting signal shells, complete ; five red reporting signal rockets, complete. (The above samples were received by express.)

A letter from Sylvester Byrne, of Philadelphia, Pennsylvania, submitting a "life-saving grab-hook" ; also a life-saving device in the form of a wooden ball button, to be sewed to the clothing.

Samples of the latter were also received.

The General Superintendent also referred to the Board a copy of the letters patent granted to John T. Williams, of Pittsburgh, Pennsylvania, for an improved anchor.

The latter was unaccompanied by letter, it having been forwarded by the attorney for the patentee through a member of the Board, at the last moment, with the verbal statement that he was unable to prepare the necessary application for its consideration.

The several subjects were, upon motion, ordered placed upon the docket.

COMMITTEE REPORTS.

There were no committee reports.

COMMITTEES APPOINTED.

Committees were appointed on the subjoined subjects, as follows :

(10) On the Cunningham rocket: Capt. J. H. Merryman, Capt. D. A. Lyle, Assistant Superintendent John Waters.

(11) On Detwiller & Street's reporting signal shells and signal rockets: Capt. J. H. Merryman, Capt. D. A. Lyle, Assistant Superintendent John Waters.

(12) On Williams' patent anchor: Capt. J. H. Merryman, Assistant Superintendent John Waters.

(13) On Byrne's life-saving grab-hook: Lieut. T. D. Walker, Superintendent D. P. Dobbins.

DOCKET.

The consideration of the docket was then proceeded with.

I. *Davis' standard rowlock.*—Mr. Davis, of Gloucester, Massachusetts, appeared before the Board and advocated his claims for the superiority of his rowlock. It can be made of brass or other metal, and is designed for permanent attachment to the gunwale of a boat.

COMMITTEE REPORT.

After Mr. Davis had withdrawn, the committee appointed to examine his rowlock obtained leave to submit its report. The report, which was presented by Captain Lyle, was then discussed by the Board, the opinion being reached that it is not advisable to recommend the adoption of any special style of rowlock for use in the Service, on account of the diversity of views on that subject among the surfmen of the Service.

The Board then, as in committee of the whole, took up the—

II. *Byrnes' wooden ball-button for life-saving purposes.*—This is a wooden ball of about an inch and three-quarters diameter, with metallic shank, similar to that of a button, the design of the inventor being to attach it to the clothing worn by the surfmen. The Board examined the device and arrived at the conclusion that the number of balls required to secure the same degree of buoyancy as the Service life-belt of cork would be so large and prove so cumbersome to the wearer that its adoption in the Service would not be desirable.

At 5 o'clock P. M. the Board adjourned to meet at the Buffalo Life-Saving Station at 10.30 A. M. to-morrow, to examine the appliances, &c., submitted by Superintendent D. P. Dobbins.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

THURSDAY, *September 2, 1886.*

The Board assembled, as per adjournment, at the Buffalo Life-Saving Station, at 10.30 A. M., and proceeded to examine the following appliances presented by Mr. Dobbins: A self-righting, self-bailing, insubmersible surf-life-boat; an improvement in the metallic life-car; a boat-transport and launching-wagon; and a patrol time-detector key-safe.

The boat, which is 22 feet long over all, with a molded beam of six feet six inches, has a square broad stern, end air-cases, and the space beneath deck filled solidly with cork, was capsized in presence of the Board by means of a parbuckle and also by the crew getting into it and forcibly tipping it over, the men in the latter instance maintaining their hold as it turned completely over.

The Board then informally examined and tested, at the request of Superintendent Dobbins, his proposed improvement in the life-car, which consists of a sort of canvas chute attached to the coamings of the hatch, with drawing lines at the upper edge to prevent the inflow of water; the purpose being to allow of sending off a man to a wreck to superintend the landing of the crew. The contrivance was tested by the rigging of the gear and sending off one of the station crew in the car to the wreck of an old sunken steamer (the *Rocket*) in the outer harbor. This device had not been regularly referred to the Board.

The boat-transport and launching-wagon was also tested, the self-righting life-boat being hauled out of the water and launched again, as would be done in actual service.

The patrol time-detector key-safe was also examined at the station, the safe being in actual use.

The Board also subjected to test the life-saving grab-hook submitted by Sylvester Byrne, of Philadelphia, Pennsylvania.

It also tested the reporting shells and reporting rockets received from Detwiller & Street, of New York, by firing them from the beach in rear of the station, after which, at 4 o'clock, the Board adjourned until 10 A. M. to-morrow, when the sessions will be resumed at the office of the superintendent of the Ninth District.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

FRIDAY, *September 3, 1886.*

The Board reassembled at 10 o'clock, as per adjournment, all the members being present.

The minutes of the 1st and 2d instant were read and approved.

The General Superintendent of the Life-Saving Service, who was present, referred to the Board a communication proposing the adoption of the Chaplin anti-friction wheel for use on boat-carriages and apparatus-carts.

It was ordered placed on the docket, and upon motion referred to the committee on boat wagons and transportation of beach-apparatus, viz: Capt. J. H. Merryman, Capt. D. A. Lyle, and Assistant Superintendent John Waters.

COMMITTEE REPORTS.

Under the call for committee reports, Superintendent Sparrow, of the committee on the use of oil, &c., submitted a report upon all the subjects of that nature before the Board. The report was accepted and the committee discharged from the further consideration of the subject.

DOCKET.

The Board then took up the consideration of subjects on the docket.

III. *Duffy's wave motor*.—Mr. Duffy's pamphlet describing his invention, and the drawings, were examined by the Board. It is practically a design for a floating light or relief station in deep water. The Board therefore decided that the invention does not come within the province of the Board, and that it should take no action thereon.

At 11 o'clock a recess was taken for two hours, to enable the various committees to examine the subjects referred to them and prepare their reports.

Upon reassembling after recess, the Board took up for consideration

IV. *Gray's life-saving projectile*.—It appears from Mr. Gray's description, no model being presented, that the projectile is a rocket constructed upon a similar principle to the Hooper and Hale rockets. As the latter systems have been thoroughly tested, and they failed to give any satisfactory results, the Board, after fully discussing the subject, adopted a motion to advise that no expenditures be made in testing the projectile.

COMMITTEE REPORTS.

Captain Merryman, of the committee on Williams' patent anchor, submitted the report thereon. The report was accepted and the committee discharged.

Captain Lyle, of the committee on Detwiller & Street's signal rockets and signal shells, submitted the committee's report thereon. The report was received and the committee discharged.

Lieutenant Walker, of the committee on Lieutenant McLellan's recommendation for the substitution of the fireman's axe for the pick-axe and wood-axe, submitted the committee's report. The report was received and placed on file and the committee discharged.

Lieutenant Walker, of the committee on Byrne's life-saving grab-hook, submitted the committee's report on this device. The report was accepted and the committee discharged.

Lieutenant Walker, of the committee on Charles D. Kubach's boat-hook and life-staff, submitted a report thereon. The report was accepted and placed on file.

DOCKET.

V. *Williams' patent anchor*.—The report of the committee on this article was taken up and considered. The Board accepted the conclusions of the committee, that the anchor possesses merit, and decided to recommend in its report to the General Superintendent that a fifty-pound anchor be purchased and subjected to a thorough test as to its holding qualities.

VI. *Ingersoll's messenger or line-throwing gun*.—This is a small gun, designed for firing from the shoulder, and is adapted for use at fires. The inventor also proposes its use in the Life-Saving Service. The Board, after discussing the inventor's claims, arrived at the conclusion that his system, if carried out, would be more complicated and less reliable than the system now in use, and probably less effective, it being evident that Mr. Ingersoll loses sight of the fact that as soon as the caliber is increased a new problem would present itself that would be difficult of solution. The Board therefore decided to advise the General Superintendent to inform Mr. Ingersoll that if he will prepare and submit a gun such as he proposes for the service it will be fully tested as to its merits.

VII. *Patterson's method of using oil in life-boats*.—Patterson's method of using oil in life-boats, also the plans proposed by T. D. Montague, Edgar O. Murden, and Dr. G. H. Gardner, for distributing oil upon broken water or surf, were then taken up, the subject having been reported upon by the committee appointed for that purpose.

The Board, after an interchange of views, arrived at the conclusion that the several plans present no new ideas worthy of further trial, and therefore decided to lay the subject on the table.

VIII. *Haskins' self-propelling life-raft*.—The report of the committee on this raft was next considered, the conclusion being reached that Mr. Haskins' invention is not adapted to the wants of the service. The Board also decided that no further tests are advisable.

IX. *Pain's night-signal*.—The Board then took up the report of the committee on the Pain signal. As it was clearly shown from the tests made by the committee that the signal possesses no superior merit, and that it does not equal the Coston light in brilliancy of flame, the Board decided not to recommend its adoption.

At 5.30 P. M. the Board adjourned until 12 M. to-morrow.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

SATURDAY, *September 4, 1886.*

The Board assembled at noon, as per adjournment, committees having been engaged before the meeting was called to order in examining the different appliances, etc., not yet reported upon.

The minutes of yesterday's session were read and approved.

COMMITTEE REPORTS.

Captain Merryman, of the committee on proposed change in the fitment of the worm for the Lyle gun, submitted the report of the committee. The report was accepted, and the committee discharged.

DOCKET.

The docket was then taken up, the first subject considered being the

X. *Utility folding ladder*, a model of which was submitted by the Utility Folding Ladder Company, of No. 23 Dey street, New York.

Upon examining this device the Board, after an interchange of views, arrived at the conclusion that, while it is an excellent ladder for certain purposes, its use in the Life-Saving Service would be of doubtful value. The Board expressed the opinion that the surf or life boats have now as many articles in them as can properly be taken care of, and a resolution was therefore passed adverse to the adoption of the ladder.

XI. *Detweller & Street's reporting signal rockets and shells*.—The report of the committee on these signals was next considered. The signals had been fully tested by the full Board at its meeting at the Buffalo Station on the 2d instant. The distinguishing feature is their explosion at the highest point of the trajectory in a manner intended to attract the attention of persons in the vicinity. It was declared to be the sense of the Board that these signals are not preferable to the more simple and less expensive lights or signals now used in the Service.

XII. *Byrne's life-saving grab-hook*.—The report of the committee on this device was adverse to its adoption by the Service, the trials showing very clearly that the ordinary boat-hook is preferable. The Board, therefore, expressed the opinion that its purchase is not desirable.

XIII. *Kubach's boat-hook and life-staff*.—The report of the committee on this device was next considered by the Board, no model having been received. It is complicated in its construction and liable to get out of order, and the Board, therefore, declined to recommend its adoption.

XIV. *McLellan's (Lieut. C. H.) recommendation for the substitution of the fireman's axe for the pick-axe and the wood-axe as part of the equipment of the apparatus-cart*.—This is a proposition to adopt a single implement in place of the ordinary pick and axe. The subject was fully discussed, when the Board expressed the view that no recommendation for the change be made, the fireman's axe being less powerful and enduring than the pick-axe, while as an axe it possesses no advantages over the wood-axe now forming part of the regular equipment of the cart.

XV. *McLellan's (Lieut. C. H.) proposition to change the fitment of the worm used with the Lyle gun*.—The views expressed by the committee to whom this proposition was referred were concurred in by the Board, and the opinion was unanimously expressed that from the evidence presented no change in the fitment of the worm is desirable.

XVI. *The magneto-call system submitted by the Viaduct Manufacturing Company, of Baltimore, Maryland*.—This is a system proposed for application to the stations on the coast, to enable the patrolmen, upon the discovery of a wreck, to signal the news to the adjacent stations. The system is quite simple, and the Board, in its discussion, recognized the fact that it, or a similar system, would be of great advantage to the Service. A somewhat similar device has been considered by the Board at a previous meeting, viz, the Gamewell fire alarm telegraph, (1884.) The conclusion was reached that the expense attendant upon the introduction of such a system would probably be beyond the reach of the Service at the present time, it being of primary importance that the stations should be connected by a telephone system, by which conversation can be held, before the introduction of a supplementary signal system be attempted. It should be the policy of the Service to first connect the stations by telephone, and then endeavor, as soon as funds are available, to supplement the primary system by a secondary or intermediate call system, by which arbitrary signals may be sent to the stations from any desired number of intermediate points along the line of patrol.

The Board decided that it cannot at this time recommend the introduction of this or any similar system.

XVII. *Griffith's life-raft*.—The Board then, in full committee, took up for consideration the Griffith's flexible life-raft. No model was presented by the inventor. It is constructed in sections, and can be rolled up for convenience of storage when not required for use. The inventor claims that it can be drawn to or from a wreck by means of ropes, or carried out in the surf or life boat, and thrown overboard to support persons in the water until they can be picked up by the boat.

The Board, after discussion, expressed the opinion that the Griffith raft is not adapted to the use of the Service; experience having shown that rafts, however constructed, are of but little practical value upon the beach or in the surf.

XVIII. *Dobbins' (Supt. D. P.) open self-righting surf-boat*.—When this subject was reached, Mr. Dobbins stated that the boat was not ready for examination and test. He desired to withdraw it from consideration until a future meeting of the Board. It was therefore ordered dropped from the docket.

At this point, the General Superintendent of the Life-Saving Service referred to the Board a communication from Superintendent D. P. Dobbins, proposing a system of marginal indexing for the International Signal Code Book.

The letter was ordered placed on the docket.

At 3.30 P. M. the Board adjourned until 10 o'clock Monday morning, September 6th.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

MONDAY, *September 6, 1886.*

The Board reassembled at 10 A. M. as per adjournment of Saturday.

All the members were present.

The minutes of Saturday's proceedings were read and approved.

COMMITTEE REPORTS.

There were no committee reports.

THE DOCKET.

The docket was then taken up, the several devices and appliances submitted by Superintendent Dobbins being first in order.

Captain Dobbins at this point called attention to his action at the meeting of the Board in 1883, and asked that the views expressed at that time in his letter of September 6, 1883, (addressed to the president of the Board,) as to his determination not to make any claim for compensation or royalty for the use of any of his inventions, in the event of their adoption, should be regarded as still in force. He also requested permission before withdrawing from the meeting during the discussion of his several inventions to verbally describe the same. Permission being granted, Mr. Dobbins gave a detailed description of the several articles, and explained their uses in the following order:

Time-detector key-safe.

Extra buoyant ballast for life-boats.

Improved runner or traveler block.

Boat-launching ways for stations, etc.

At 1 o'clock a recess of one hour was taken by the Board. Upon re-assembling at 2 o'clock, the General Superintendent of the Life-Saving Service, who was present, referred to the Board the Imhauser improved patrol time-detector, upon which he requested the opinion of the Board. The subject was, upon motion, placed upon the docket and taken up for immediate consideration.

XIX. *The watchman's time-detector or patrol-clock.*—This is an appliance for noting the time at which the patrolmen reach certain points on their beats, and is the same as used in factories and other large establishments. The inventor has made certain improvements upon the original style of clock, adapting it to the requirements of the Service, such as the exclusion of sand and moisture. It is intended for use at isolated stations where the patrol exchange checks cannot be used to advantage, and it is designed for the protection of the surfmen and to furnish indisputable evidence of their whereabouts during the hours of patrol. The paper dial is perforated by the insertion and turning of a key at each of the key-stations along the line of patrol, and thus forms a record which is filed for future reference.

The Board expressed the belief that the device is a valuable adjunct to the appliances of isolated stations and that it should be adopted wherever, in the opinion of the General Superintendent of the Life-Saving Service, it may be useful or necessary. A recommendation to that effect was ordered to be incorporated in the Board's report.

Superintendent Dobbins then continued the description of his inventions, the first taken up being the boat transport and launching wagon. This being concluded the General Superintendent of the Life-Saving Service referred to the Board a plan submitted by Superintendent Dobbins for the improvement of the metallic life-car.

The subject was, upon motion, placed on the docket.

Upon resuming, Mr. Dobbins explained the principles embodied in the construction of his

XX. *Self-righting, self-bailing, insubmergible surf life-boat*, the drawings of which were examined by the Board.

He also read and submitted the following paper :

“ BUFFALO, NEW YORK, *September 6, 1886.*

“ *To the Board on Life-Saving Appliances :*

“ GENTLEMEN : In being permitted to submit to the Board on Life-Saving Appliances the various devices of my own design, I feel that I have been allowed to gratify my own sense of duty to the Life-Saving Service, and for which privilege I now offer you my hearty thanks, and would beg further indulgence for a few explanatory remarks in regard to the same.

“ The six-oared surf life-boat I have submitted to your consideration I designed to fill a vacancy of a reserve or adjunct to the admirable open surf-boat system of the United States Life-Saving Service, which may be required to perform extra-hazardous rescue or relief work, which may be deemed to be beyond the power or ability of an open boat to perform with any degree of security to the lives involved. It being of medium weight, it can, with its crew on board, be easily transported along the beach on my light transporting wagon by a span of horses, under the guidance of a teamster, to the scene of a wreck, and as readily launched with great force by the draft-horses from the wagon into the surf with the crew in place, dry and fresh for the hard task they have in hand. And being entirely free from the open-boat liability of

swamping or becoming otherwise disabled—self-righting and self-bailing if capsized—it thus affords the crew the power of self-recovery in case of a capsize, by their simply retaining or regaining their seats and oars and going on with their work of rescue; and as the boat possesses an abundance of deck room to accommodate from twenty to thirty occupants, one-fifth of whom (six to eight) would be comfortably stowed in the end air-cases or cuddies, entirely protected from exposure, I claim superior means or facilities for securing certain rescue or relief for the distressed in such extraordinary cases of shipwreck, than it is possible to obtain with any open six-oared boat in existence.

“I would, therefore, most respectfully request that the Board recommend the purchase of this or a similar six-oared boat of white cedar, and suitable Dobbins’ launching wagon, to be placed for trial at some exposed station on the Atlantic or Pacific coast of the United States.

“The breeches-buoy runner-block was originally fitted with a lignum-vitæ sheave. In service it was found that by the improper bending of the whip to the block without becketts the block was liable to cant and cut out the wooden sheave. To obviate this difficulty in the improper bending on of the whip and secure a square pull, I have introduced iron link becketts and an iron sheave in place of the wooden one, and thus secured the certainty of a square haul and no possible chafing of hawser or block, and have a strong, simple, and effective snatch runner-block with a throat capable of taking a small or large heavy ice-bound hawser without chafing or choking.

“The improvement I have suggested for operating the life-cars in the service, *a float*, viz, fitting with false bottoms for self-ballasting, detachable bails, hatches to work in halves and open inwards on hinges, out of the way of exposure to loss or damage, and a canvas chute with funnel-shaped mouth, attached to the coamings of the hatch, leading lanyards for handling, and pucker-lines for contracting, and some ready means for transporting to a wreck, is, I think, worthy of your careful consideration.

“The boat platform launching-ways are of similar form of construction to the wagon ways, the ways being of wood in place of angle-iron, simple and inexpensive, easily constructed by a handy crew at any station. As all the boats in the Ninth District have keels, the ways, model, and drawings submitted have keel-rollers; the keel of the boat resting on the shaft of the roller and is guided in her course in launching by the keel. For a flat-bottomed keelless boat I would substitute a straight roller with ends flanged to fit the bilge and guide the boat on her course in launching, without any other change or alteration in ways or rollers.

“All of which is respectfully submitted by

“D. P. DOBBINS,

“*Superintendent Ninth Life-Saving District.*”

The Board then went into an exhaustive discussion on the general subject of self-righting boats for life-saving purposes and finally adopted a motion to refer *all* matters now before it pertaining to boats, including the Norton patent life-boat and Lieutenant Moore’s self-bailing surf-boat, to a committee, with instructions to report thereon at the next meeting.

The committee was appointed as follows: Capt. J. H. Merryman, Superintendent B. C. Sparrow, and Assistant Superintendent John Waters.

Mr. Dobbins then withdrew and the Board took up for consideration his

XXI. *Request that the Dobbins life-boat and boat-transport and launching-wagon be purchased and placed for trial at some exposed station on the Atlantic and Pacific coast.*

The Board found that the granting of this request would conflict with Paragraph VI of the General Regulations of the Board, which reads as follows:

“All apparatus connected with any device or invention will be delivered at the expense of the agent or inventor of same, at such point and at such time as the Board may direct, and returned at the expense of such agent or inventor when no longer required by the Board.”

It was, therefore, resolved that any deviation from this rule would leave the Board open to a charge of favoring an individual inventor and discriminating against other inventors or agents who have been required to furnish samples or models for test at their own expense, as well as to transfer them to such place and at such time as the Board or its committee may elect without expense to the United States; the Board, therefore, declines to recommend the purchase of the above-mentioned apparatus at this time. The Board, therefore, authorizes the respective committees to request Superintendent D. P. Dobbins to deliver his boat and launching-wagon at such time and place as they may select for further trial without expense to the United States.

XXII. *Marginal index for signal code-book.*—The Board took up and discussed the proposition for a marginal index for the station signal-books. It is a method of attaching to the leaves of the signal-book small leather tags—red or black—bearing catch-letters, printed in gilt in such manner as to enable the person signaling to readily find the signals and their meaning. The Board expressed the opinion that it is an admirable method for expediting the reading of the International Signal-Code and that it would be of value, if adopted, for the use of the Service. A motion was, therefore, carried to recommend that the system be applied to the signal-books issued to the stations, with any minor modifications and improvements that may be deemed necessary to render it more serviceable, or that may suggest themselves in the studied preparation of the work for issue.

XXIII. *Patrol time-detector key-safe, (Dobbins’).*—This is a small cast-iron safe or closet, for attachment to posts upon the beach, as receptacles for the keys of the patrol time-detectors or clocks. The sample submitted by Superintendent Dobbins was examined by the Board. It is intended for use at isolated stations where there are patrol time-detectors or clocks.

The Board, after discussing its merits, expressed the opinion that the Dobbins patrol key-safe meets the requirements of the service at stations where the system of exchange checks is not practicable, and decided to recommend that the safe be adopted.

XXIV. *Dobbins’ (Supt. D. P.) improved runner or traveler block for the breeches-buoy.*—This device was, upon motion, referred to the committee on purchase-blocks, &c.: Superintendent B. C. Sparrow and Assistant Superintendent John Waters.

XXV. *Dobbins’ (Supt. D. P.) extra buoyant ballast for life-boats.*—This subject was, upon motion, referred to the committee on boats: Capt. J. H. Merryman, Superintendent B. C. Sparrow, and Assistant Superintendent John Waters.

XXVI. *Dobbins’ (Supt. D. P.) launching-ways for boats.*—This subject was referred to the committee on transportation of boats and apparatus: Capt. J. H. Merryman, Capt. D. A. Lyle, and Assistant Superintendent John Waters.

XXVII. *Dobbins' (Supt. D. P.) improved life-car.*—This appliance was next considered. The improvement, as claimed by Captain Dobbins, consists of a canvas chute fitted to the hatch-coamings of the life-car, while the present hatch-cover is replaced by two close-fitting covers or doors opening inward, and which are closed by a bar and set-screws, operated both from the inside and the outside. The canvas chute or funnel is also fitted with drawing and guide lines, the arrangement being intended to prevent the entrance of water and to guide the descent of passengers through the hatchway into the car, as well as to protect the surfman who may be sent out from the shore to superintend the landing of wrecked persons.

The Board, after discussion, arrived at the conclusion that this arrangement is a dangerous one, and not so good as the present hatch-covering, and therefore decided not to recommend its adoption.

XXVIII. *Dobbins' (Supt. D. P.) boat-transport and launching-wagon.*—This boat-wagon was referred to the committee on "boat-wagons and devices for transportation of apparatus," with instructions to test and report upon the same at a future time.

XXIX. *Dobbins' (Supt. D. P.) self-righting, self-bailing, and insubmersible life-boat.*—This boat was referred to the committee on boats, viz: Capt. J. H. Merryman, Superintendent B. C. Sparrow, and Assistant Superintendent John Waters.

The Board having acted upon the several articles submitted by Superintendent Dobbins, that gentleman was recalled, and at 5 o'clock a motion prevailed to adjourn until 10 o'clock to-morrow.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

TUESDAY, *September 7, 1886.*

The Board reassembled at 10 o'clock, as per adjournment, all the members being present.

Captain Dobbins then withdrew and the recorder completed the minutes of yesterday's session. This done, Captain Dobbins was recalled, when the minutes of yesterday's proceedings were read and approved.

COMMITTEE REPORTS.

There were no committee reports.

The president announced the appointment of Capt. D. A. Lyle as an additional member of the committee on boats.

The General Superintendent of the Life-Saving Service referred in person to the Board a communication from Thomas Williams, keeper of the Buffalo Station, Ninth District, submitting his spherical shot-line case, intended to replace the faking box now in use.

The letter, with two samples, was referred to the committee on the Cunningham line rocket: Capt. J. H. Merryman, Capt. D. A. Lyle, and Assistant Superintendent John Waters.

XXX. Capt. D. P. Dobbins called attention to the open self-righting surf-boat which was stricken from the docket on the 4th instant, and requested its restoration. He then submitted drawings of the same.

The request was upon motion granted, the subject restored to the docket and referred to the committee on boats.

XXXI. *St. John's (Wm. H.) surf-boat wagon.*—This boat was referred to the committee on boat-wagons and devices for the transportation of apparatus.

XXXII. *McLellan's (Lieut. C. H.) surf-boat wagon.*—This wagon was also referred to the committee on boat-wagons and devices for transportation of the apparatus.

The Board then proceeded to the consideration and preparation of its report.

At 6 o'clock the Board adjourned until 10 o'clock to-morrow.

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

WEDNESDAY, *September 8, 1886.*

The Board met at 10 o'clock, as per adjournment of yesterday, all the members being present.

The minutes of yesterday's session were read and approved.

The preparation of the general report was then resumed, and when it was completed and signed by all the members, the Board, at 12 o'clock, adjourned *sine die.*

THOMAS D. WALKER,
Lieutenant U. S. R. M., Recorder.

III.

REPORTS OF COMMITTEES.

III.—REPORTS OF COMMITTEES.

0.—REPORT ON HASKINS' SELF-PROPELLING LIFE RAFT.

The working models submitted for experiment are for convenience designated as Nos. 1 and 2.

Description of No. 1.

This device consists of two side rails of $\frac{7}{8}$ -inch pine 12 feet $2\frac{1}{2}$ inches long and $11\frac{3}{4}$ inches deep. A cross-section of 1 inch at ends of each rail prevents warping or splintering. The upper edge of each side rail is fitted with a beveled molding $3\frac{3}{8}$ by $2\frac{1}{2}$ inches. The forward (or bow) ends of the rails are rounded off. The side rails are $21\frac{1}{2}$ inches apart and fastened in this position with four $\frac{1}{8}$ -inch iron rods passing through them $2\frac{1}{2}$ inches from the lower edge at irregular distances apart. These rods are threaded and fitted with nuts. They are further secured with five diagonal pieces of 2 inches by $\frac{3}{4}$ -inch pine of different lengths placed across the upper edges and fastened with gimlet screws.

In the space between the side rails $5\frac{1}{2}$ inches from the upper edge is placed a line of buckets or paddles, twenty-two in number; and 2 inches from the lower edge another line of the same, twenty-seven in number. These buckets are of oak, $21\frac{1}{2}$ inches long, 4 inches wide, and $\frac{1}{2}$ inch thick on forward edge and $\frac{3}{8}$ inch on back edge. They are held in position by a staple of $\frac{3}{8}$ -inch wire driven into the upper surface of the bucket near the ends and $\frac{5}{8}$ inch from forward edge. Through each of these staples another of $\frac{1}{2}$ -inch wire is passed and driven into the side rails. Along the inside of each rail are driven in line other staples which limit the play of each bucket in the upper tier to $26\frac{1}{2}^{\circ}$ and in the lower to $54\frac{1}{2}^{\circ}$.

Wind sails.

Three feet 7 inches from forward end of the raft in each side rail is fitted an upright rod of $\frac{1}{2}$ -inch iron $16\frac{1}{2}$ inches in height, and 3 feet 5 inches from the rear ends are corresponding rods. The tops of the rods are connected by a piece of oak $1\frac{1}{2}$ inches by 1 inch and 5 feet 4 inches long. Each space thus formed is occupied by sixteen wind sails (so called.) Each sail is of soft wood $13\frac{1}{4}$ inches in height, 3 inches wide, $\frac{5}{8}$ inch thick on "leech," and brought to thin beveled edge on the "luff." The sails are held in position by a loop of light sheet brass riveted to the head and foot of the luff; through the loop is passed a wire staple (which is for the head) driven into the strip of wood connecting the top end of the iron rods and into the top of the side rails.*

* The discrepancy between the height of the sails and the space they occupy is caused by leaving out a strip of wood running between the rods at the side rails, on which the sails stood, instead of standing directly on the side rails. Its dimensions were overlooked in taking notes on the raft.

Other staples are driven to limit the play of the sails to $26\frac{1}{2}^{\circ}$. The sails appear to be an afterthought of the inventor and an experiment to utilize the motion of the atmosphere in conjunction with the motion of the waves. It is not understood that he claims any attention to this part of the device.

Description of Raft No. 2.

This raft is constructed as follows: Two side rails of $1\frac{1}{2}$ -inch pine, each 12 feet 7 inches long, 4 inches deep, lower half (or 2 inches) of depth beveled to $\frac{3}{8}$ inch. On beveled side is fitted a molding $\frac{3}{4}$ inch wide, $1\frac{1}{8}$ inches deep, and $\frac{3}{8}$ inch on lower edge. Side rails are placed 2 feet 1 inch apart and fastened in position with five cross-bars of wood 2 feet $3\frac{1}{2}$ inches long, $1\frac{1}{2}$ inches wide, and $\frac{1}{2}$ inch thick, placed at distances varying from 2 feet 7 inches to 3 feet $2\frac{1}{2}$ inches apart. Two iron cross-bars 3 feet $3\frac{1}{2}$ inches long, $\frac{3}{8}$ inch thick. Two iron cross-bars of same size, 3 feet $4\frac{1}{2}$ inches long, placed diagonally. Cross-bars fastened with gimlet screws. Side rails are also connected through beveled part with $\frac{3}{8}$ -inch brass rods threaded and fitted with nuts. On the inside of both rails, $2\frac{1}{2}$ inches from upper side and $5\frac{1}{2}$ inches apart, are correspondingly placed gimlet screws, protruding $\frac{1}{2}$ inch from the face of the rails. Around each screw is placed a hinge made by crimping a strip of sheet tin $\frac{3}{8}$ inch by $3\frac{1}{4}$ inches between the leaves of each pair of hinges, and is fastened by means of copper rivets. The forward edges of buckets or paddles, of oak, are each 2 feet $\frac{1}{2}$ inch long, 4 inches wide, and $\frac{1}{8}$ inch thick. The forward or hinged edge is stiffened by riveting to the same a strip of zinc $\frac{5}{8}$ inch by $\frac{1}{8}$ inch. These buckets are twenty-eight in number, and their play upon their hinges is restricted to 40° by staples driven in line along the inside of the rails.

Claims of the inventor.

The inventor claims that this device will propel itself when placed in the water, by means of the action of the waves upon the bucket; that its line of progress will be opposite to the direction of the wind and sea, and that the more violent the waves, the better the invention will work.

Experiments—Raft No. 1.

On the arrival of the two rafts above described at East Orleans, (where they were sent after the failure to find sufficient seas to test their merits, on the occasion of the meeting of the full committee at Ocean Pier, Massachusetts, November 18th, 1884,) No. 1 was taken to the Orleans Life-Saving Station for testing in ocean surf, and No. 2 to a pond for the purpose of testing the properties of the raft in waves of small magnitude. Soon after being thus located the weather became very cold, the pond froze over, and so remained until spring. Freezing weather was not adapted to trying the No. 1 raft in the ocean surf, on account of freezing up of the buckets. No favorable opportunity for testing raft No. 1 occurred until April 25th, 1885. On this day a northeast wind prevailed and the sea was dangerously rough on the outer bars, but, the trial being made at low tide, it was not very rough on the beach.

The sea thus being sufficient to cause the surf to run 24 yards up the shore, having an incline of 5° , beachmen would have styled the sea breaking against the shore sufficient to make "wet boating," i. e., boats could have gone off and on by shipping more or less water, with a possibility of getting swamped now and then.

The raft was placed in the surf and pushed afloat by the surfmen wading in in their long hip-boots. The waves treated the attempt to utilize their motion with entire absence of respect, rolling the raft over and over just as it would, had it been a door, plank, or ladder set adrift. A few minutes sufficed to carry away the entire wind-sail attachment. As often as the raft washed ashore it was righted and again set afloat. A line was fastened to the rear end to guide its direction and keep its head to the wind and waves, but it was of no avail. The waves slashed it to and fro, smashing out the buckets, and proceeded rapidly to make a wreck of it; and it became necessary to take it out of the water in order to prevent its being broken beyond recognition. It was exposed to the waves thirty-five minutes. In addition to the loss of "sails and rigging," eight buckets were broken entirely away, eight others were split, and exposure for an hour would doubtless have carried away the remainder.

The strength of material is disproportioned to the motor. (Samples of broken parts picked up on the shore submitted herewith.)

Experiment—Raft No. 2.

May 25th, 1885, presented a favorable opportunity for testing raft No. 2. A gale prevailed from the north. The wind blew in gusts, accompanied with rain. During the gusts the wind was not less than thirty miles per hour. Between them it was not over fifteen. This wind, acting upon the surface of a pond four hundred yards wide from shore to shore, created waves of a size that the crests of three of them would act upon the buckets of the raft at the same time, when the side rails were at a right angle with their direction.

The raft on being pushed afloat was found to continue its off-shore progress a short time after the impetus given it from the shore ceased, but soon washed out of a direct line with the course of the waves, turned broadside on, and drifted ashore. A fish-line $\frac{3}{8}$ -inch diameter was fastened to the rear end, by which, from the shore, the raft could be kept head to the wind and sea. During the heaviest gusts of wind (causing the heaviest seas) the raft was found to creep slowly to windward. In the moderate intervals it would lose ground. When these moderate intervals did not last too long it would recover its "off-shore" motion with the next returning gust. But there appeared to be a degree of shoreward speed, which, if once attained by too long-continued cessation of wind, it was beyond the power of the next gust to overcome, and the raft would helplessly wash ashore.

The greatest distance reached from the shore was, as near as could be estimated, thirty yards. A number of trips of this distance were made; then the raft would drift slowly back. The experiment was kept up three hours, but no amount of careful tending could induce it to proceed farther. Since the above date several experiments have been made with this raft in the same water, but never with the same amount of wind. On no other occasion did it exceed twenty-five miles per hour. It has also been towed off-shore, beyond the action of the shore waves, and its motions observed; but on no occasion have we been able to observe any forward motion against wind and sea.

The committee has thought best to add below a discussion of this subject; not that it deems it of sufficient importance in itself to devote the time to, but in order to save time hereafter when similar plans are proposed.

Experience has shown that these subjects arise periodically, and this discussion is undertaken with the desire to place some information in the hands of persons not familiar with the literature of the subject, and who, therefore, do not know the conditions and physical facts which affect the solution of the problem.

This wish to avoid further loss of time and to save useless expense must be the apology of the committee for so extended a consideration of the case.

Discussion.

The only forces acting upon such a craft are: (1) gravity; (2) the pressure arising from the weight of the fluid surrounding it; (3) the wind; (4) the onward or dynamic horizontal pressure of the waves; and (5) the vertical pressure due to the waves.

In order to understand the effects of these forces upon the raft, it is only necessary to consider the effects of the forces singly, and then arrive at the resultant effect of all of them acting simultaneously.

First, let us consider the equilibrium and stability of a floating body in still water.

1. This brings in only two of the above forces: (1) gravity; (2) fluid pressure. The *weight* of the raft and the pressure due to the weight of the displaced fluid are the only forces acting. Suppose the raft to be entirely submerged in the still water. We know from the general equations of rest and motion that the horizontal fluid pressures are in equilibrio, or, what is the same thing, that there can be no horizontal motion of translation from fluid pressure. It is unnecessary to introduce here the mathematical discussion to prove this fact. It is obvious that an object at rest in still water shows no tendency to move horizontally in any direction. Hence, as far as these *two forces* are concerned, there can be no horizontal motion in any direction.

2. The raft being still submerged, its weight will act vertically, downwards, and the fluid pressures in a vertical direction will act in contrary directions, viz, that of the water above the raft will act downwards and the fluid pressure below will act vertically upwards. The horizontal projections of the areas pressed will be the same, but the lower one will be subjected to a greater pressure, since the distance of its center of gravity is further below the upper surface of the water.

If we call the force acting down positive, that acting upward will be negative.

Let us express this mathematically.

Let—

W = weight of raft.

M = its mass.

g = wt. of unit of mass.

V' = its volume.

D' = its density.

$\therefore W = M \cdot g$.

But, $M = V'D'$; hence, $W = V' D' g$ = wt. of raft.

Now let

db = area of an element of raft.

γ = angle made by normal to this element with the axis of Z .

z = ordinate of this element.

D = density of water.

g = weight of unit of mass.

Then

$db \cdot \cos \gamma$ = projection of surface, db , on horizontal plane.

And

$z . db . \cos . \gamma$ = elementary volume.

$Dg . z . db . \cos . \gamma$ = weight of column of water that produced pressure on elementary surface db .

Hence,

$Dg . \sum z . db . \cos . \gamma$ = general expression for vertical pressure upon the whole surface of raft.

But the downward pressure is due to a column of water whose height is $z' =$ distance of center of gravity of surface pressed below the upper surface of the water.

Hence, the downward pressure = $Dg . \sum z' . db . \cos . \gamma$. The upward pressure is = $Dg . \sum z' . db . \cos . \gamma$, and is *negative*, since it acts in a contrary direction, and is numerically greater, as all the quantities are constant, except z' , which is greater than z' , since it is the ordinate of the element on the lower surface of the submerged raft. Hence we have for this case,

$$\begin{aligned} Dg . \sum z . db . \cos . \gamma &= Dg . \sum z' . db . \cos . \gamma - Dg \sum z' . db . \cos . \gamma \\ &= Dg . \sum (z' - z') db . \cos . \gamma \\ &= Dg . \sum c . db . \cos . \gamma \end{aligned}$$

by substituting c for $z' - z'$. In the last expression $c =$ the distance between the upper and lower elements in the same vertical line. Substituting in the general equation, we have,

$$\sum (P . \cos . \gamma - m \frac{d^2 z}{dt^2}) = Mg - Dg . \sum c . db . \cos . \gamma - \sum m \frac{d^2 z}{dt^2} = 0.$$

But,

$\sum c . db . \cos . \gamma = V'$ is the volume of the immersed raft, which is obviously equal to the volume of the displaced fluid; and $Dg \sum c . db . \cos . \gamma$ is the weight of the displaced fluid; hence the above may be written—

| | | | |
|-----------------|---|-----|---------------------------------|
| Weight of raft. | Wt. of water displaced when raft submerged. | | $\sum m \frac{d^2 z}{dt^2} = 0$ |
| $V' D'g$ | $- V' Dg$ | $-$ | |

Now, when

$$V' D'g - V' Dg = 0, \text{ or } D = D'$$

then will

$$\sum m \frac{d^2 z}{dt^2} = 0,$$

and there can be no vertical motion of translation from the fluid pressure and the body's weight.

When $D' > D$ then will

$$\sum m \frac{d^2 z}{dt^2} = (D' - D) V' . g ; \text{ (a positive value,)}$$

and the body will sink with an accelerated motion.

When $D' < D$ then will

$$\sum m \frac{d^2 z}{dt^2} = - (D' - D) V' . g, \text{ a negative value,}$$

and the raft will rise with an accelerated motion till

$$\sum m \frac{d^2 z}{dt^2} = V' D'g - VDg = 0,$$

in which V represents the volume of water displaced by the raft at that instant; and if it be brought to rest it will so remain. That is, the raft will float at the surface when the weight of the fluid it displaces is equal to its own weight. The weight of the fluid displaced is the buoyant effort, and acts directly upward through the center of gravity of the displaced fluid.

Now, when the centers of gravity of the raft and of the displaced fluid are on the same vertical line, and the raft at rest, it will remain so; but if not on the same vertical line the raft will roll over, or rock from side to side with a rotary motion until it comes to rest; but will not have a horizontal motion of translation. Thus we have seen that there can be no onward motion due to the first two forces acting *alone*.

Now for the other forces:

3. *The wind.*—This acting alone upon the raft, and leaving aside the fact that it produces waves, will obviously drive the raft in the same direction that it blows, and not in the *contrary direction*. Hence, so far as its direct action is concerned, it does produce a horizontal motion of translation, but in a direction *contrary* to that desired to sustain the claims for this raft. It is true that it might be applied to producing a forward motion by the method known as tacking; but that would require the use of a rudder and the raft to run obliquely across the waves caused by this same wind, which the raft is not intended to do.

Therefore, for the present, we may leave the first three forces out of account as forces "propelling the raft *against wind and wave*."

4. *The onward or dynamic horizontal pressure of the waves.*—The only case we are concerned with is that near shore, where the waves raised by the friction of the wind impinging upon the surface have not only a vertical, oscillatory motion, but a motion of translation as well; due to the action of the wind upon the upper surface, and to the friction of the water upon the underlying earth or sand. This horizontal motion of translation is apparent to any one who has ever experienced an undertow, or has seen objects thrown upon a beach by the action of waves.

The onward pressure of the waves acting alone on a beach, or in shallow water, would undoubtedly drive the raft ashore, or roll it over and over, as was shown by the experiments; it certainly would not drive the raft out to sea, as it should to meet the requirements of the invention. This eliminates the fourth force, acting alone.

5. *The vertical pressure of the waves.*—If the waves are long billows with smooth surfaces, the raft would have merely an undulatory motion following the vertical oscillations of the particles of water directly beneath it, without advancing; as was shown conclusively in the first experiments at Ocean Spray. If the waves were short and the distance from crest to crest was less than the length of the raft, then would the latter be reared on the crests by the buoyant effort of the displaced fluid, and the violent vertical oscillation due to the waves, which would carry it beyond its position of stable equilibrium in which $V' D'g = VDg$. The raft would be higher out of water than required by the conditions of stability, as the velocity it would acquire in its upward movement would have to be overcome before it could descend. Its inertia would resist this sudden change of direction, while the mobile particles of water would more readily accommodate themselves to the oscillatory movement, and the raft would come down with a velocity sufficient to carry it slightly beyond its position of rest or stable equilibrium, when its motion would be reversed until the raft again reached the highest point in its path. These vertical oscillations would be

periodic, but variable in amplitude and duration, depending upon the intensity of the forces producing them. Thus we see that so far as this force is concerned, the only free motion of translation possible is also in a vertical direction. Hence there can be no movement of the raft in a horizontal direction, due to the unconstrained action of this force alone.

But as all the forces act simultaneously: (1) the weight of the body, the resultant fluid pressure or buoyant effort and the vertical pressure due to the waves tend to produce a vertical motion only, and to bring the raft to rest on the surface of the water. This is its position of stable equilibrium, wherein it is partially submerged.

Again (2) the wind and the onward or dynamic horizontal pressure of the waves tend to produce a horizontal motion of translation, but in a direction *contrary* to that desired and *claimed*.

The composition of these two groups of forces shows that the resultant motion of the raft *must* be in the *opposite* direction from that claimed by the inventor so long as it is perfectly free to move without constraint from some other extraneous or developed force. That this is true is abundantly shown by observation and experiment. Every block of wood or log set afloat in a basin or pond unaffected by currents will eventually float ashore under the action of the forces noted above, and in a direction contrary to that claimed by the inventor for this raft.

But the construction of the raft modifies slightly the action of the effective forces by introducing a variable developed force.

The insertion of blades or buckets similar to the movable inclined slats of a window-blind changes the problem from one of free motion to that of a case of constrained motion. The effective forces, however, are the same.

As far as the horizontal components of these forces are concerned, no change is effected by this window-blind construction.

The vertical components cause the up-and-down motion of the raft and develop a normal pressure upon the blades when the waves are shorter than the raft. In long waves the raft merely follows the smooth undulations of the swell, rising and falling bodily, like a board or other solid timber; and this normal pressure is not developed to any noticeable extent. The blades are hinged at one edge and limited in their rotary motion. They act similarly to small inclined rudders or paddles with horizontal axes. The vertical oscillations of the raft and short waves, when not in the same phase, develop this normal pressure. When the amplitude of the vertical oscillations are the greatest, and the phases opposite, the normal pressure has its maximum intensity.

Its effect is analagous to that of sculling, except that the motion is vertical.

It is therefore the vertical movement of the raft that is chiefly concerned in the development of the normal pressure. The effective forces cited above produce the oscillations above and below the position of rest. This oscillation giving an excess of motion on each side of the point of equilibrium, or rest, is what the inventor relies upon to propel the raft, by arranging the inclined blades to receive the impact of the water as the raft oscillates to and fro above and below its position of equilibrium. There might be such a superposition of waves as regards length, height, and periodicity as would cause this raft to work; but they would have to be more constant in their magnitude and in the uniformity and intensity of their required variations than any that Nature has produced. The variable nature of the waves, therefore, causes a vertical oscillation of the raft extending alternately above and below

its position of rest. The impact of the water upon the inclined blades, due to the upward or downward motion of the raft in its efforts to come to rest, acts, sometimes to move the raft forwards for an instant, sometimes to stop its vertical motion and diminish its oscillation, and sometimes to arrest its onward motion.

These phases succeed each other so rapidly that no prediction can be made of the intensity of the force or direction of the motion, except that, so far as useful effect is concerned, both will be insignificant.

This raft, reduced to its lowest terms and stripped of its marine and mechanical nomenclature, is merely a wooden float which oscillates up and down about its position of rest under the action of the waves, as does the cork on a fishing-line.

The heavier it is or the more it is weighted at any point the greater, its inertia, and consequently the greater its resistance to sudden change of motion. The vertical amplitude of its oscillations will also be greater, since when reared aloft on a high wave its upward motion is not overcome as soon as the crest passes. The water leaves it unsupported, as it were, and it descends with a velocity greater than the vertical velocity of the particles of water directly beneath, which again rise to destroy and reverse its downward motion.

This vertical motion of the waves is fickle and exceedingly variable, changing even from moment to moment, and cannot be depended upon for any uniform service.

F. R. BABY, *Chairman,*
 J. H. MERRYMAN, *Inspector Life-Saving Stations,*
 D. A. LYLE, *Capt. of Ordnance, U. S. A.,*
 B. C. SPARROW, *Supt. 2nd L. S. District,*

Committee.

2.—COMMITTEE REPORT.

PAIN'S NIGHT SIGNAL.

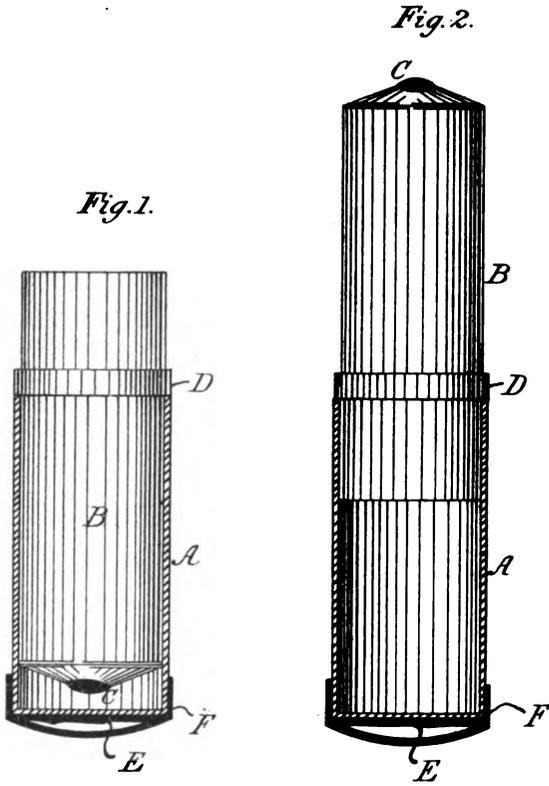
1. The committee upon Pain's night signal met at Sandy Hook, N. J., September 10th, 1885. A telegram was received from Keeper J. C. Patterson, Life-Saving Service, stating that he was too ill to be present. Mr. Robbins, who presented the signals to the Board, was notified by telegraph of the date and place of meeting, but was not present.

After the committee had begun the trials a letter was received from Mr. Robbins informing the committee that a business engagement would prevent his attendance to witness the trial on the date set for it, and requesting a postponement. But as the date had been fixed by consultation with the Ordnance Board and the Board for Testing Rifled Cannon, both of which were in session at Sandy Hook, and through their courtesy it was determined to proceed with the tests, since it was uncertain when the grounds would again be placed at the service of the committee.

A description of this device accompanied by a plate was furnished by Mr. Robbins (which is appended) will furnish all the details necessary for an understanding of the subject.

Trials.

1. *Time of burning.*—A few of the Pain signals were ignited and the time of burning observed. This was found to be about one minute each, in some cases varying one or two seconds either way.



PAIN'S NIGHT SIGNAL.

2. *Effect of moisture.*—A signal had the fuze rubbed gently on moist sand until it was damp. The friction surface on the end of the casing was also slightly moistened. This treatment prevented the torch from igniting when attempts were made to fire it. After careful wiping, and then striking it upon another friction cap, which was dry, the torch was ignited.

3. *Night trial.*—This was held upon the beach in comparison with the Coston light. The method of procedure was to station two men, one armed with Coston lights, the other with the Pain signals, at different distances from the observers, and have the signals ignited simultaneously and held about 25 feet apart.

a. Distance about one hundred and fifty yards.

b. Distance about three hundred yards.

c. Distance about seven hundred and fifty yards.

The night was very favorable, it being hazy, very dark, and cloudy, with a twenty-mile wind blowing, which gave an opportunity to judge of the effect of holding the signal to windward.

Results.

At all distances the Coston light showed a *redder* flame, and appeared to possess a brighter flame and a greater illuminating effect. The light from the Coston was purer, and was probably due to the greater purity of some of the ingredients in the composition.

Difficulty was sometimes encountered in igniting the Pain signal, several attempts being necessary. In striking the fuze against the cap the head of the cap case gave way, letting the friction surface either cave in or fall to the ground. The flame sometimes burned through the bottom of the case, thereby endangering the hand of the operator. The case forming the handle was not long enough to protect the hand of the bearer, especially when the torch was held to windward.

The Pain signal has the advantage of dispensing with the igniting holder used for the Coston light, but it does not give so pure a light, nor is it so easily handled by the operator on account of the short handle.

Cost, packing, &c.

The cost of the Pain signals is 65 cents each.

They are securely packed in tin-lined cases, holding one dozen each.

Description.

The following description of the Pain signal is furnished by Mr. Robins, the agent and exhibitor.

Specification.

(Plate I.)

“This invention relates to torches, especially for signaling purposes, and consists of a cylindrical casing combined with a cylindrical torch having a fuze at one end, and a shoulder intermediate of the ends, whereby the torch may rest on one end of the casing in reverse positions. One end of the cylindrical casing is provided with a fuze-igniting surface which is protected by a cap, as hereinafter more fully set forth.

The accompanying drawing illustrating the invention is thus explained:

Figure 1 is a side view partly in section showing the position of the torch when not in use.

Fig. 2 is a similar view showing the position of the torch when in use.

Similar letters indicate corresponding parts. Letter A designates the casing, and B the torch; both substantially cylindrical, and one fitted to the other. C indicates the fuze at one end of the torch, and D the shoulder intermediate of the ends thereof. E denotes the fuze-igniting surface of the casing, and F the cap for protecting such surface."

"The torch B is filled with a combustible material suitable for signaling purposes, which takes fire from the fuse C when the latter is ignited.

When the torch B has been lighted it may be inserted into the casing A from the lower end, as shown in Fig. 2, to convert the casing into a handle for sustaining the torch in the proper position, whilst during transportation, and at other times, when the torch is not in use, it may be reversed and inserted into the casing from the upper end, as shown in Fig. 1, to protect the fuse. The shoulder D serves to support the torch on the upper open end of the casing A in either position, and in order to bring the greater part of the torch above the casing when it is in use, the shoulder is preferably located nearest to the lower end of the torch.

The igniting surface E of the casing consists of a coating applied to the lower end of the casing (when it is closed), of a material suitable to ignite the fuse C by friction, reference being had to the nature of the fuse, and the protecting-cap F is simply fitted on the casing at such end to be taken off when the igniting surface is to be used."

WHAT IS CLAIMED FOR THE DEVICE.

"1. The combination of cylindrical casing with the cylindrical torch having the fuse at one end and the shoulder intermediate of the ends for supporting the torch in reverse positions on one end of the casing, substantially as shown and described.

2. The cylindrical casing having one end provided with a fuze-igniting surface, and the protecting-cap fitted on such end of the casing, substantially as shown and described.

3. The cylindrical casing having one end provided with a fuze-igniting surface and the protecting-cap fitted on such end of the casing, in combination with the cylindrical torch having the fuse at one end and the shoulder intermediate of the ends, substantially as shown and described, for the purpose set forth."

Respectfully submitted.

J. H. MERRYMAN,
Captain U. S. Revenue Marine, Chairman,
D. A. LYLE,

Captain of Ordnance, U. S. A.,
JOHN C. PATTERSON,
Keeper of Shark River, New Jersey, Life-Saving Station,
Committee.

To the PRESIDENT OF THE BOARD ON LIFE-SAVING APPLIANCES.

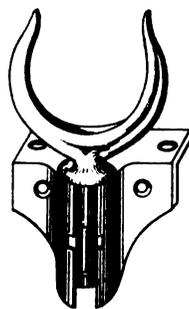
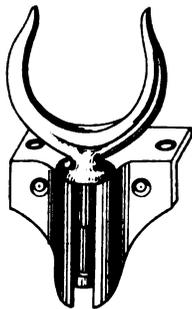
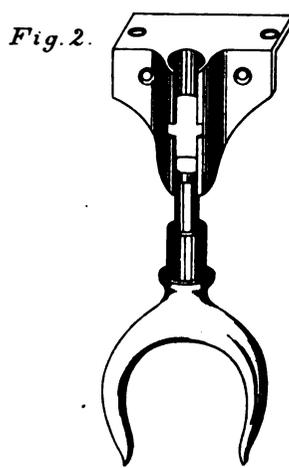
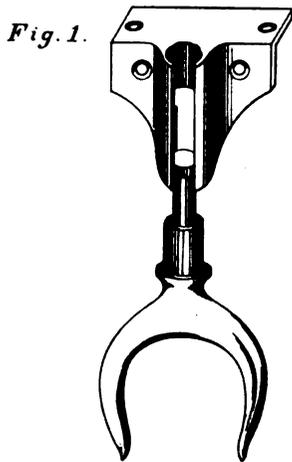
3.—REPORT OF COMMITTEE ON DAVIS' STANDARD ROWLOCKS.

(Plate II.)

The inventor submits in his circular two patterns of rowlocks, viz: No. 1 with "back opening" and No. 2 with "front opening."

The patentee, Mr. Davis, submitted a general description, appended and marked A. The sample submitted was No. 1 of brass.

DAVIS'S STANDARD ROWLOCK



This pattern has the opening for the insertion of the fork on the back or rear side of the bracket, as shown in the sketch, Fig. 1, before the bracket is screwed to the gunwale, and the fork cannot be removed from the boat. If it should be broken the new fork cannot be replaced except by unscrewing the bracket.

It possesses no advantage over the rowlocks or the thole-pins in the service for celerity in unshipping. "This model is specially for use where it is desirable to have the rowlock attached at all times to the boat."

The advantages claimed for these rowlocks are as follows:

- "1. The horns are very wide, thus saving much wear to the oars.
- "2. They are easily attached to the boat by screwing to the gunwale without cutting the rail, thereby strengthening instead of weakening it.
- "3. They can be instantly turned down when not in use, leaving the rail as smooth and clear as if they were taken out. This is a great advantage in loading luggage, &c.
- "4. They can be placed in position in a second, and thus are always ready for an emergency.
- "5. This pattern with opening on back cannot be lost overboard, misplaced or stolen, as they are securely locked in the socket when applied to the rail.
- "6. They revolve in their sockets, which renders it almost impossible to trip the boat in a heavy sea.
- "7. They are almost noiseless when in use, as they are nicely fitted.
- "8. They are very strong and simple, as they are composed of but two pieces, and cannot get out of order."

As to these:

No. 1 is true also of other models.

No. 2 has no force with the open gunwale boats.

Nos. 3, 4, 6, and 8 are equally true of other devices.

No. 5 is true, but its disadvantage is in the event of breakage of the fork, as mentioned above.

No. 7 possesses no special advantages for the Life-Saving Service.

Pattern No. 2.

This pattern has the opening on the front of bracket and is specially designed for all cases where it is desirable to take the rowlock from the boat at any time.

The advantages claimed for this are as follows:

- "1. The same general shape as described in the other pattern is here retained, and the advantages there mentioned of durability, noiselessness, and manner of application are the same.
- "2. In this pattern the fork may be taken from the bracket when desired by letting the fork part hang downward, then raising it vertically in that position, when it will readily slip out of the front opening.
- "3. These may be also turned into position for use or dropped out of the way in the same quick manner.
- "4. They also revolve in their sockets.
- "5. By procuring extra brackets the rowlocks may be shifted from place on the rail."

While the claim for these advantages may be admitted, the committee can see no special reasons for the adoption of this pattern for the Life-Saving Service to the exclusion of other devices of the same nature. Owing to the diversity of opinion among surfmen in their preference of rowlocks, we do not consider it advisable to confine the officers and men

to any one special pattern. The wooden thole-pins appear to be generally preferred, but the Davis pattern No. 1 is in use in a few of the boats of the Service.

J. H. MERRYMAN,
Inspector,
 D. A. LYLE,
Captain of Ordnance, U. S. A.,
 B. C. SPARROW,
Superintendent Second Life-Saving District,
Committee.

A.

CLASS 2.—*Miscellaneous apparatus.*

“First. Davis’ standard rowlocks.

Second Covered by five letters patents.

Third. Composed of two pieces, consisting of bracket and fork.

Fourth. The bracket and fork are securely attached to the rail of the boat by screws or bolts, no cutting of the rail being necessary, thereby strengthening instead of weakening the rail. The horns of the fork being very wide save much wear on the oars. The fork revolves in the bracket, which renders it almost impossible to trip the boat. The fork can be turned down out of the way when not in use, leaving the rail smooth and clear. The fork can be placed in position in a second ready for use. The fork being securely locked in the bracket it cannot be lost, misplaced, or stolen.

Fifth. The rowlocks are made of gun metal.

Sixth. The fork is 7 inches long by 4 inches wide; the bracket is 3½ inches long by 3 inches wide.

Seventh. The complete rowlock weighs 3½ pounds per pair (two brackets and two forks).

Eighth. Price per pair, three dollars and twenty cents.

Ninth. They are cast of gun metal, fitted by lathe, and polished with emery straps.

Tenth. They are used in the same manner as the common rowlocks. Respectfully submitted.”

FRANK E. DAVIS.

4.—REPORT OF COMMITTEE ON DETWILLER’S SIGNAL ROCKET AND SIGNAL SHELL.

Signal rocket.

This is a light rocket, and is very convenient for use. The rocket has a light stick to give direction and an attached port-fire for igniting the charge. The port-fire is lighted by friction. The flight of the rockets is about the same as that of other rockets containing an equal amount of composition. At the end of their flight a small charge of powder is fired, which explodes the head with a report loud enough to attract attention. The cases and sticks are quite light and would not bear rough handling in transportation. The storage and water-proof qualities of the rockets are unknown.

Signal shell.

The Detwiller signal shell is a case formed of several thicknesses of sheet metal with a tin cap over the top and a wooden plug for a breech. A small charge of powder is placed at the bottom and a shell inserted above it. A fuze that can be ignited by friction buttons communicates with the powder charge.

Use.—Remove the tin cap and imbed the shell in a socket provided for the purpose or in the sand. In the latter case the shell should be inclined towards the sea. Remove the rubber caps from the two friction buttons and rub them smartly together to ignite the fuze and then stand clear of the case. The ignition of the powder projects the shell in the air and lights its fuze. The shells burst with a loud report. Care should be taken in handling this shell, since the breech-plug might blow out or the case burst where it has been exposed to the corrosive effects of sea-water and air.

As the Coston or a similar light will apparently answer all the requirements of the Service, the committee cannot recommend these devices for service. The rockets and sticks are easily broken or damaged, and the shells would be dangerous in the hands of careless men.

J. H. MERRYMAN,
Captain U. S. R. M.

D. A. LYLE,
Captain of Ordnance, U. S. A.

JOHN WATERS,
Asst. Supt. Third District, L. S. S.

5.—REPORT OF COMMITTEE ON SYLVESTER BYRNE'S LIFE-SAVING GRAB-HOOK.

BUFFALO, N. Y., *September 3, 1886.*

To the Board on Life-Saving Appliances :

Your committee, to which was referred Sylvester Byrne's life-saving grab-hook, respectfully report that in the several trials and tests of the two samples of that device submitted by Mr. Byrne, conducted on the 2d instant, at the Buffalo Life-Saving Station, the committee failed to discover that said hook would be of any practical value to the Life-Saving Service. In the hands of unskilful men it would be a dangerous implement for drawing persons from the water. The ordinary boat-hook is preferable.

THOS. D. WALKER,
Lieutenant, U. S. R. M.,

D. P. DOBBINS,
*Superintendent Life-Saving Service, Ninth District,
Committee.*

A.—WEIGHTS, COSTS, &C., LIFE-SAVING GRAB-HOOK.

Handle application :

| | Lbs. Oz. |
|------------------------------------|----------|
| Weight of side lever | 6 |
| Weight of sliding shaft | 6 |
| Weight of handle socket | 14 |
| Weight of rivets and springs | 6 |
| Total weight of the apparatus..... | 2 0 |

| | Lbs. Oz. |
|------------------------------------|----------|
| Conical ball application: | |
| Weight of side lever | 8 |
| Weight of sliding shaft | 7 |
| Weight of conical ball | 4 8 |
| Weight of rivets and springs | 8 |
| Total weight of the apparatus..... | 5 15 |

PRICES.

| | |
|---|--------|
| Handle application: | |
| When ordered by the thousand.....each.. | \$1 36 |
| Conical ball application: | |
| When ordered by the thousand.....each.. | 1 75 |

Respectfully submitted.

SYLVESTER BYRNE,
755 South Twenty-second Street, Philadelphia, Pa.

B.—LIFE-SAVING GRAB-HOOK.

“SUMNER I. KIMBALL,
General Superintendent Life-Saving Service:

SIR: I beg to state that the grab-hooks submitted for examination are of malleable iron galvanized. They will be manufactured without handles or lines unless otherwise suggested. Such attachments are obtainable at the local stations. The larger the number the cheaper they will be made and supplied. If a known number was required annually it would be more satisfactory both to the Government and the manufacturer; nevertheless all orders will be filled as speedily as possible, hoping it may fill a want long felt. It is ahead of other devices, inasmuch that it will not miss, as other hooks do, when an attempt is made to catch a person in the water.”

Description.

(Plate III.)

- “1. Life-saving grab-hook.
2. Patented May 4, 1886.
3. Grabbing levers are pivoted on the point of a rod with springs acting on the levers, and arms for locking levers in place, making an improved implement for automatically grabbing persons in the water and holding them.
4. Its construction is as follows, namely: A short cylindrical handle having an arm projecting each side, which are hollow and in which the side levers, as hereinafter described, will play in and out when in practical application. A movable shaft slides in and out of the point of the handle, to the points of which the side levers are pivoted. The rear points of the levers point outwards at right angles from the sliding shaft to the point at which they are pivoted, and they pass through the hollow projecting arms on the sides of the handle. Strong springs are riveted to the side levers and sliding shaft, or either, which keep the hook always closed until its application is desired, when the side levers are pressed inwards by the left hand and shoved forward till the pin in the rear point of the sliding shaft which fits in a small groove in front of the handle stops it at the proper place. The hook remains in

Byrne's Life-Saving Grab-Hook.

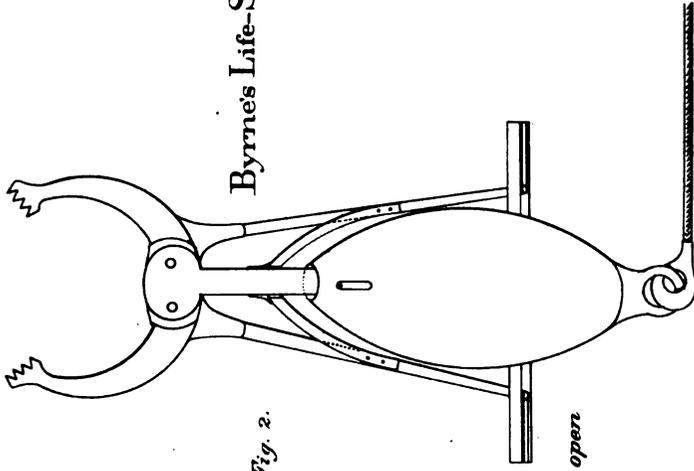


Fig. 2.

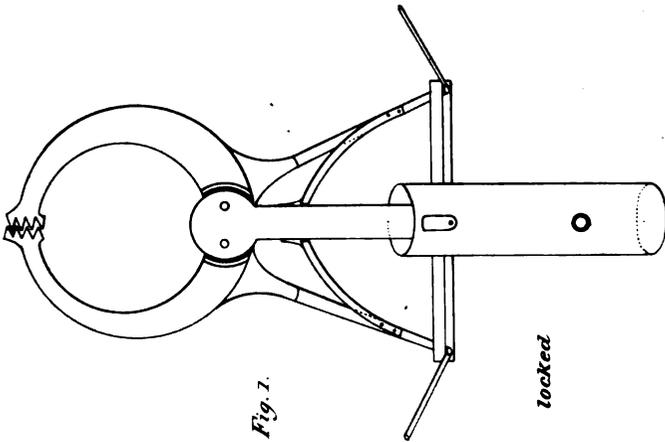


Fig. 1.

this position, open, till pressed against any object, when it will close, taking hold of anything against which it may be pressed, as the sliding shaft and side levers which rest in the hollow projecting arms on the sides of the handle slide back simultaneously when pressed against an object. The springs thereupon acting on the levers close the hook the moment they are slidden out of the hollow arms on the sides of the handle. The side levers are shaped like pincers, except that they turn out at a right angle at the rear points. The wooden handle is placed in it as thus constructed, when it is ready for application, which is unerring, inasmuch as it will not miss whenever the handle can reach so that it can be slightly pressed against the drowning person or other object, as the case may be.

The life-saving grab-hook with conical ball is a special means when other sources of relief are inaccessible. It is constructed as follows, namely :

A conical ball having a hole in its front end in which the sliding shaft fits, to which the side levers are pivoted, and the springs acting thereon in the same manner as the handle principle. It has a hollow projecting arm on each side, and in which the side levers work as described. Its rear end is round or egg-shaped, having a strong eye in it through which a line or chain is passed or fixed. The hook is then opened as described, when it can be thrown some distance to a person or object, when it will take hold. The weight of the ball makes the sliding shaft and side levers slide back ; the springs acting thereon close the hook on the person or object, either afloat or on the bottom, when the line is pulled and the person or object may be drawn to the desired place expeditiously and safely. The hook will take hold of any object as pincers. It will not, however, take hold of hard flat surfaces such as wood or metal. It will hold round objects. In applying it, care must be taken to avoid the person's head. It must be opened for every application. A light reliable line will be most efficient in all respects. The moment the open hook falls on the person or object desired to be seized the weight of the ball sets it off, when the hook closes, thus taking hold of the object upon which it falls, when the line is pulled to bring the person or object to the hands of the operator. The handled grab-hooks will enable a boat's crew to quickly seize persons or floating property, while the conical ball and line principle affords a special means of saving life and property when all other avenues of relief are cut off, thus rendering it an acceptable article for the preservation of life and property on or about the water, and especially in the life-saving service of the country."

SYLVESTER BYRNE,
755 South Twenty-second Street, Philadelphia, Pa.

6.—REPORT OF COMMITTEE ON KUBACH'S BOAT-HOOK AND LIFE-STAFF.

BUFFALO, NEW YORK, *September 3, 1836.*

To the Board on Life-Saving Appliances :

Your committee, to which was referred the boat-hook and life-staff invented by Charles D. Kubach, of Baltimore, Maryland, respectfully reports that no model of this device has been received.

From an examination of the drawings and description furnished by Mr. Kubach the committee is of the opinion that the device is complicated and presents no advantages as a boat-hook over the pattern of hook now used by the Service.

THOMAS D. WALKER,
Lieutenant, U. S. R. M.,
 D. P. DOBBINS,
Superintendent L. S. S. 9th District,
Committee.

DESCRIPTION.

(Plate IV.)

“1. *Name.*—Kubach boat-hook and life-staff.

2. *Nomenclature.*—A, wooden staff or pole; B, double spiral or worm; C, movable barb; D, socket; E, nipple screw; F, pawl in barb; G, spring to keep barb in place (open or closed); *g*, spring to keep pawl pressed out; H, screw at rivet to hold socket to staff; Fig. 2 A, wood staff on pole; I, swivel ring; J, brass ferrule; K, upper spring clip with snap-hook on end; L, lower spring clip.

3. It is not covered by caveat or patent.

4. *Description.*—This boat-hook and life-staff is designed to take the place of the ordinary boat-hook and pike-pole and to be part of the equipment of a surf or life boat. It consists of a staff or pole, A, of ash or other light and strong wood, about $1\frac{1}{2}$ inches diameter at the largest end, of any convenient length, to taper off to about one inch at the smaller end. The large end is encased with a metal socket, D, which has an internal screw-thread so as to admit of nipple screw E being screwed into it.

The double spiral or worm B is secured in the nipple screw E by calking with lead and with a pin. The nipple screw E, with the double spiral B attached, is then screwed into the socket D. The double spiral B is made of spring steel one-quarter to five-sixteenths inch diameter, twisted hot, so as to form a worm similar to a gun-wiper. One and one-half inches above the end of the socket D there is fitted a soft steel barb point, C, about one-half inch square and 4 inches long, made to open and close like a knife-blade. When open it is held in place by a pawl, F, and spring *g*. By depressing the pawl F it will close to the socket D and be held there by the spring G. The socket D is secured to the staff A by a screw or rivet, H. The smaller end of the staff A (Fig. 2) has a swivel ring, I, secured in a brass ferrule, J. Two inches from the end is placed a spring clip, K, the end of which terminates in a snap-hook. Lower down is placed another spring clip, L, said clip being used to hold a signal-flag and snap-hook lantern.”

“5. See above.

6. See above.

7. *Weight.*—The metal work from two and a half to three pounds, the wooden staff according to length. The whole weight, with 10-foot staff, need not exceed five pounds.

8. The cost of the complete implement as herein described, made of the best material and warranted perfect, would be from \$6 to \$8 each, according to quantity ordered, or it can be ordered and made separately, say the double spiral and staff without the barb or without the flag-clips, which would be proportionally less.

9. See No. 4.

KUBACH'S BOAT HOOK AND LIFE STAFF

Fig 2.

Upper end of staff

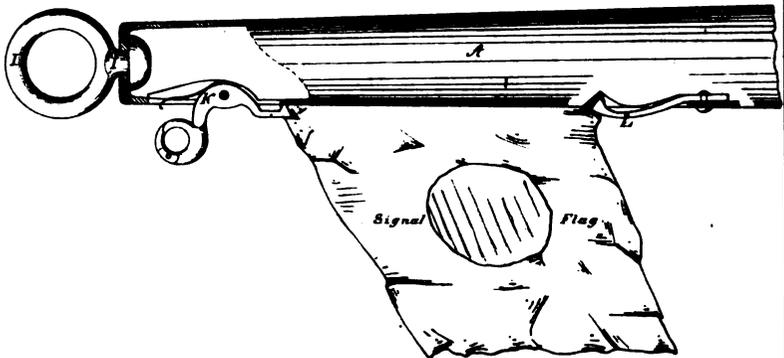
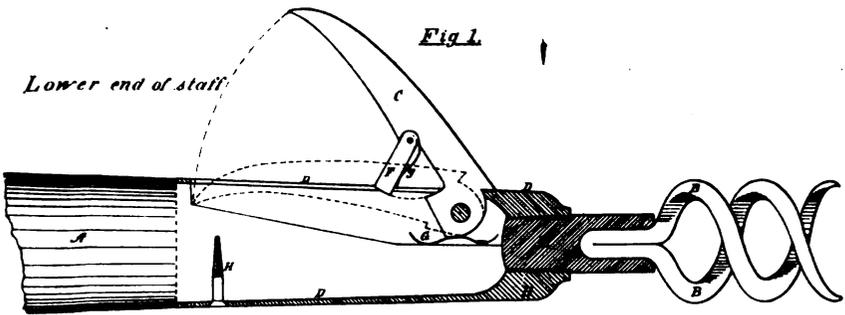


Fig 1.

Lower end of staff



Scale :



10. *Method of using.*—It is held in the hands and thrust at an object, and at the moment of contact a twist or turn is given to it which causes the points on the double spiral to enter and hold to any thing it can penetrate.

Its uses are so many and obvious, that I will only mention a few of them. With it you can grasp any object within reach of the staff, on the water or under it. It will permit the crew of life-boat to lay off from a wreck and pick up persons as they leap overboard. They can prevent persons and objects being carried out by under-tow. By using it after the manner of a screw pile it will answer for a sand anchor, for mooring boats and other purposes. By means of the flag-clips and lantern-hook it can be converted into a signal-staff in a moment. Apparently drowned persons can be recovered from under the water or ice, and in many cases lives might be saved. For the patrol it would answer for a walking-staff, a signal-pole, and lantern-holder. With it you can push and pull, fend off from rocks and débris, and can do all that can be done with pike or boat-hook. And it will be useful in many ways that will suggest themselves to the practical mind.

Should you give me encouragement and desire it I will get up a sample staff, that you can have a practical demonstration of its efficiency.

Respectfully submitted."

CHAS. D. KUBACH,

61 Elliott Street, Baltimore, Maryland.

S. I. KIMBALL, Esq.,

General Superintendent U. S. Life-Saving Service,

Washington, D. C.

7.—REPORT OF COMMITTEE ON LIEUT. C. H. McLELLAN'S PROPOSITION TO DISPENSE WITH THE PICK-AXE AND WOOD-AXE NOW IN USE AT STATIONS AND SUBSTITUTE THEREFOR THE FIREMAN'S AXE, COMBINING BOTH PICK AND AXE IN ONE TOOL.

BUFFALO, NEW YORK, September 3, 1886.

To the Board on Life-Saving Appliances :

The committee instructed to examine and report upon Lieutenant McLellan's recommendation that the pick-axe and wood axe now forming part of the equipment known as the beach-apparatus be dispensed with, and a tool known as the *fireman's axe*, combining both pick and axe, be substituted therefor, have duly considered the subject, and beg leave to express the opinion that the advantages claimed by Lieutenant McLellan do not appear to be of sufficient importance to warrant a recommendation that the change be made.

The usefulness of the pick-axe and the ordinary wood-axe, as separate implements, are so obvious, that any saving in weight or other advantage that might be gained by their combination in one implement is not believed to be sufficiently important to justify the expense that must necessarily be incurred in making the change throughout the Service.

The committee therefore recommend non-concurrence in Lieutenant McLellan's views.

THOMAS D. WALKER,

Lieutenant U. S. R. M.,

D. P. DOBBINS,

Superintendent L. S. S., 9th District,
Committee.

A.

OFFICE OF ASSISTANT INSPECTOR,
FOURTH U. S. LIFE-SAVING DISTRICT,
Tom's River, New Jersey, June 16, 1886.

Capt. J. H. MERRYMAN, U. S. R. M.,
*Inspector U. S. Life-Saving Stations,
No. 24 State Street, New York:*

SIR: As it is very essential that the number of pieces of the apparatus be reduced when possible, I would respectfully make the following recommendation, which will dispense with the pick and give us a better substitute.

Instead of furnishing the station with the ordinary wood axe, substitute the fire-axe, which is something of the following shape.

(Rough sketch omitted.)

The pick on this style of axe is very powerful, as is shown by the way the fireman will break through a roof or the side of a building.

In my opinion it will answer the purpose of breaking up frozen ground much better than the one now used, since the latter frequently bends if pressed too hard.

Very respectfully, your obedient servant,

C. H. McLELLAN,
Second Lieutenant and Assistant Inspector.

8.—REPORT ON McLELLAN'S PROPOSED CHANGE IN WORM FOR LYLE GUN.

The committee have carefully considered the advisability of making this change, and admit the force of Lieutenant McLellan's reasoning in its general application. The Navy implement cited by that officer is used in large-calibered guns, and the wool on the sponge is generally left longer than in that for the Lyle gun. A hard unyielding substance like a "worm" in the woolly end of the sponge-staff, in order to be of any value, must project a certain distance beyond the end of the staff. This would defeat the object of the sponge, which is supposed to be pressed hard against the bottom of the bore and to smother any burning pieces of cartridge-bags that may be present. In larger calibers with the long wool there would probably not be so much objection to this placing of the worm.

Respectfully submitted.

J. H. MERRYMAN,
Captain U. S. R. M., Inspector.
D. A. LYLE,
Captain of Ordnance, U. S. A.

9.—REPORT OF COMMITTEE ON THE USE OF OIL ON ROUGH SEAS.

BUFFALO, NEW YORK, *September 3, 1886.*

Capt. F. R. BABY,
President of Board on Life-Saving Appliances :

SIR: Your committee, to which was referred the papers relating to the use of oil in calming a rough sea, would report the following as the result of an examination of the same :

G. H. Gardner, of Nantucket, Massachusetts, in letter of April 25th, 1886, claims that his plan in a measure resembles that of John Shields, of Perth, Scotland, the principal difference being that by his method an oil-distributing pipe can be laid anywhere at short notice, while by the Shields method it cannot.

In his letter of August 20th, 1886, Mr. Gardner proposes to fire a shot from the Lyle gun, the shot to be used as an anchor, by means of which a flexible perforated tube can be hauled off and oil forced through and from the same by means of a force-pump on the shore.

G. D. Patterson, of East Boston, Massachusetts, writes, under date of June 15th, 1885, that his attention was drawn to the use of oil on water by a newspaper article on the subject, and inquires how oil can be used most effectively. He had inquired of the Hydrographic Office, and been informed that reports on the use of oil would be printed from time to time on the pilot charts published by that office. He acknowledges having received the reports of the Life-Saving Service since 1879, and states that his plan is to use a force-pump, connected with an oil-tank in the surf-boat. He assumes that oil will certainly subdue a sea when breaking on the shore, and instances in support of that assumption the calming effects of oil from the carcass of a dead whale on the beach at Nantucket thirty years ago.

Edgar O. Murden, of Asbury Park, New Jersey, in a letter dated December 7th, 1885, proposes to fasten to a projectile a short piece of hemp garden-hose, perforated to allow a filling of oil to exude.

In a subsequent letter, dated August 23, 1886, he acknowledges the receipt of the report of the Board on the use of oil (sent him in answer to his letter of December 7th, above referred to), of which he says he had no knowledge at the time of writing his first letter. In answer to the committee's invitation to make further suggestions, he says that boiled linseed or neat's-foot oil might show different results from those observed when "coal-oil" was used. He also suggests a compact apparatus for using compressed air to throw small oil buoys fifty feet ahead against any wind in which it is possible for a boat to be handled.

F. D. Montague, of Milford, Massachusetts, submits drawings of his plan to distribute oil by projecting a tube filled with it seaward, in the same manner that shot-lines are thrown, in order to enable boats to push off from the shore; also drawings of a device for distributing oil seaward at any given point. This consists of two anchored buoys, with air and oil compartments; the latter to be connected by tubes with an elevated oil-tank on shore and so arranged as to work automatically.

There are also drawings showing methods of distributing oil on ship-board, and a design for what is claimed to be an improved method of anchoring vessels. The two last named are not within the province of the Board.

The committee find that the plans under consideration are practically the same in principle as those examined by a committee of the Board appointed at the meeting in November, 1882, a report on which was printed in the annual report of the operations of the Service for the

year ending June 30th, 1883 (page 427). It is therefore thought that as nothing new on the question of the use of oil is presented at this time, the committee is justified in recommending that the subject be laid on the table, and that the committee be discharged from its further consideration.

Very respectfully,

B. C. SPARROW,
Superintendent Second Life-Saving District.
 JOHN WATERS,
Assistant Superintendent Third Life-Saving District.

10.—REPORT OF COMMITTEE ON THE PATENT ANCHOR OF JOSEPH T. WILLIAMS.

The inventor submits specifications and plans, together with a small working model, of an anchor, consisting of a shank with a bifurcated crown, two flukes connected by a yoke integral with the same, and an axial bolt which passes through the eyes of the crown and flukes and connects the flukes and shank. The yoke has its exterior face rounded and the forward edge broadened, producing a flat face, the outer edge of which is angular, the yoke so projecting beyond the crown of the shank as to strike the bed of the water in advance of the shank, then roll on its rounded face and right the anchor, and finally present its broad face so as to engage with the bottom, thereby depressing the flukes, and causing the bills to penetrate the ground and the consequent burying of the flukes, the stock in use in other anchors being dispensed with.

The inventor claims the following advantages over the common anchor:

The engagement of two flukes instead of one, as in the ordinary anchor.

Dispensing with the stock.

Such increased holding surface, by constantly engaging two flukes, as to dispense with about one-fourth of the weight required for the old style of anchor.

The almost perfect quality of a non-fouling anchor.

Snugger stowage than is possible with the old style of anchor.

Your committee consider the above claims very well founded, and believe the Williams anchor may, upon actual test, prove to be a reliable and convenient pattern for boat anchors for the Life-Saving Service. It is therefore recommended that the inventor, through his attorney, Mr. S. V. Niles, of Washington, D. C., be invited to furnish for actual test an anchor of, say, 50 pounds weight at one of the life-saving stations, under the direction of your committee; the anchor to be so furnished and forwarded free of expense to the Government, at such station as may be designated by the General Superintendent, to whom the report on such practical test should be forwarded through the president of the Board.

Respectfully submitted,

J. H. MERRYMAN,
Inspector Life-Saving Service.
 JOHN WATERS,
Assistant Superintendent Third District.

J. T. WILLIAMS.

ANCHOR.

Patented Dec 2, 1884.

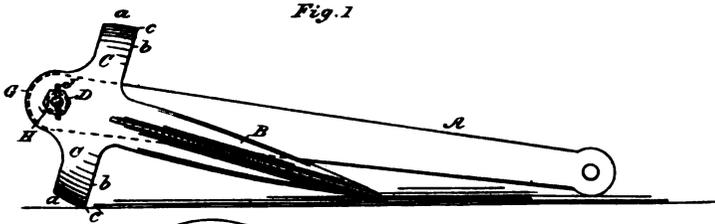


Fig. 1

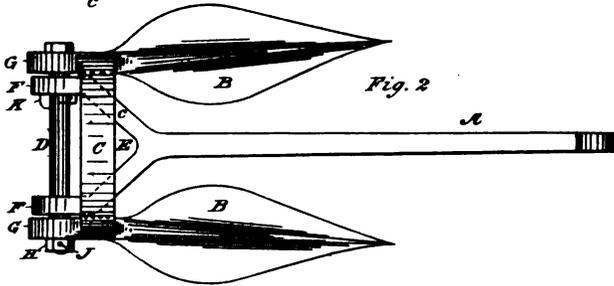


Fig. 2

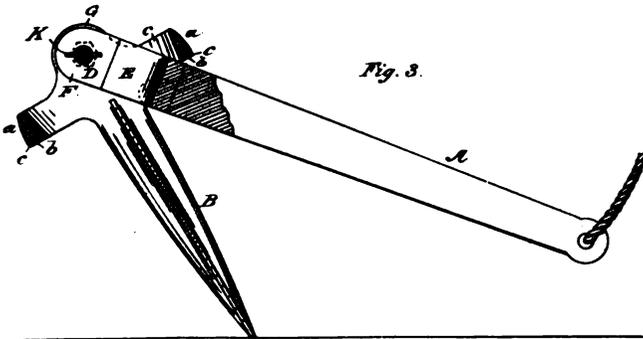


Fig. 3

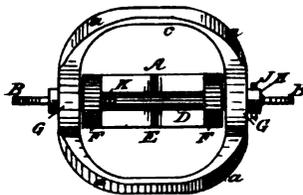


Fig. 4.

A.

UNITED STATES PATENT OFFICE.

JOSEPH T. WILLIAMS, OF EASTON, PA.

Anchor.

(Plate V.)

[Specification forming part of Letters Patent No. 308,646, dated December 2, 1884.
Application filed November 20, 1883. No model.]

To all whom it may concern :

Be it known that I, Joseph T. Williams, a citizen of the United States, residing at Easton, in the county of Northampton, State of Pennsylvania, have invented a new and useful improvement in anchors, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figs. 1 and 2 are side elevations of an anchor embodying my invention. Fig. 3 is a side elevation, showing the anchor engaged; the crown, axial bolt, and part of the shank being in section. Fig. 4 is a view of the crown end thereof.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a shank with a bifurcated crown, two flukes connected by a yoke integral with the same, and an axial bolt which passes through eyes of the crown and flukes and connects the flukes and shank, thus producing a strong and serviceable anchor.

“It also consists of the yoke of the anchor, having its exterior face rounded and the forward edge broadened, producing a flat face, the outer edge of which is angular, the yoke so projecting beyond the crown of the shank as to strike the bed of the water in advance of the shank, then roll on its rounded face, and right the anchor, and finally present its broad face so as to engage with the bottom or bed of the water or obstructions thereon, thereby depressing the flukes, and causing the bills thereof to penetrate the ground, and the consequent burying of the flukes, the stock in use in other anchors being dispensed with.

Referring to the drawings, A represents the shank of an anchor, and B represents pivoted flukes; C, the yoke, and D the bolt thereof, the latter being independent of the flukes and shank connecting the same, said shank having a bifurcated crown, E, the ends of which are formed with ears F, the ends of the flukes opposite to the bills having ears G, whose openings coincide with those of the ears F, whereby the bolt D is passed through both sets of ears, and forms the axis for the flukes. The yoke C is of double-arch shape, and connects the flukes B, it being noticed that the bifurcated end or crown of the shank occupies a position within said yoke, and the latter has its exterior face rounded, as at *a*, from what may be termed the “front” or “top” of the yoke to the rear or bottom thereof, according to the position of the anchor, and the front or top face is broadened or flattened, as at *b*, the outer edge thereof being sharp or angular, as at *c*. It will also be noticed that the yoke and flukes are formed in one piece, or seamless, of cast or wrought metal, by which provision the yoke possesses great strength, and is not

liable to spread or break. Furthermore, when the anchor is engaged, the broad end of the yoke abuts against the shank, and receives the strain imparted to the yoke. The bolt D also receives the strain imparted to the crown of the anchor, and as said bolt connects both sets of ears, F G, and is made somewhat heavy, the crown possesses strength and durability. When the anchor is lowered, the rounded face *a* of the crown strikes the bed of the water the first, and thus the anchor rolls on the crown, thus throwing both flukes on the bed or bottom. Should the narrow sides of the palms of the flukes strike the bed, the anchor rolls sidewise and then continues its motion on the crown, thus righting itself. As the anchor is dragged forward the lower edge or angle, *c*, of the broad side, *b*, of the crown offers resistance thereto, and when it meets with an obstacle the latter forms in a measure a fulcrum, whereby the flukes are depressed and their bills forced into the ground, thus causing the flukes to take firm hold thereof and burying the same. The bolt D is secured by a nut or cap, H, which is prevented from displacement by means of a key, J, which is passed through said nut and bolt, and as an additional security I pass through the bolt, adjacent to an ear, F, a key, K, which serves to retain the bolt should the nut or cap H be displaced, it being noticed that the cap H and keys J K are fitted to said bolt, so that should the cap H be lost the head of the bolt and the key K will retain the bolt in position, and prevent disconnection of the shank and flukes.

Having thus described my invention, what I claim as new, and desire to secure by letters patent, is—

(1) An anchor having a shank with a bifurcated crown and ears at the ends of the crown, flukes with ears coincident with the ears of the crown, and a bolt passing through the eyes, and a double-arch-shaped yoke, which is formed seamless and integral with the flukes, said parts being combined and operating substantially as and for the purpose set forth.

(2) In an anchor, a yoke connecting the flukes formed integral therewith, and having its external face rounded, as at *a*, the front or top face broadened, as at *b*, and angular, as at *c*, substantially as and for the purpose set forth.

(3) An anchor having a shank, flukes pivoted thereto, a bolt connecting the shank and flukes, and fastening devices for the bolt, consisting of the nut or cap H and keys J K, all connected with said bolt, substantially as and for the purpose set forth.

(4) An anchor having a shank, A, with bifurcated crown E, flukes B, pivoted thereto, a yoke, C, connecting said flukes, and an independent bolt, D, said bolt connecting the flukes with the bifurcated crown of the shank, said yoke and both flukes being integral and seamless, and said yoke having its external face rounded, as at *a*, the front or top face broadened, as at *b*, and the edge angular, as at *c*, substantially as and for the purpose set forth."

JOSEPH T. WILLIAMS.

Witnesses:

JOHN A. WIEDERSHEIM,
A. P. GRANT.

IV.

GRIFFITH'S LIFE-RAFT.

UNITED STATES PATENT OFFICE.

THOMAS B. GRIFFITH, OF CARVER, MASSACHUSETTS.

Life-raft.

(Plate VI.)

[Specification forming part of letters patent No. 235,946, dated December 28, 1880.
Application filed October 18, 1880. No model.]

"To all whom it may concern :

Be it known that I, Thomas B. Griffith, of Carver, in the county of Plymouth and Commonwealth of Massachusetts, a citizen of the United States, have made a new and useful improvement in life-rafts, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in explaining its nature, in which—

Fig. 1 is a plan; Fig. 2, a cross-section on the line xx of Fig. 1; Fig. 3, a cross-section on the line yy of Fig. 1.

This invention has already been partially described by me in a caveat dated September 18, 1880.

An effective life-raft should be buoyant, portable, flexible, not liable to damage, adaptable to any required purpose, not liable to tip over in a rough sea or in any emergency; should be cheap, and should carry persons so that each can be of assistance to the others upon the raft; and my invention embraces these features and certain details of construction, which I will now describe.

The raft consists of a series of cross-bars or portions, a' , a^2 , a^3 , a^4 , a^5 , and a^6 , which preferably are made of cork battened or confined between two surfaces of light wood, or of cork or other buoyant material inclosed in canvas. These cross-bars or portions are united to each other by the longitudinal ropes b , or other flexible connections, upon which are strung a series of cork floats, c , or to which is attached cork or other buoyant material inclosed in canvas. This arrangement of cross-bars and longitudinal flexible connections forms a series of spaces or compartments, d , between the bars and the connecting-ropes, and each space should be of sufficient size to receive a person. The intermediary spaces, f , may or may not be utilized as compartments for holding persons, as described.

The raft is provided with lanyards g at one end, which preferably are formed by uniting the ends of the connecting-ropes to a ring, as shown, and which serve, in one capacity, to secure the life-raft to the ship's side, so that the raft can be used as a ladder while other rafts or life-boats are taking their freight, and then the ladder-raft can be cast off. They also serve as life-ropes and for use in lashing the raft when rolled up, and for various other obvious purposes.

The raft may also be provided with rings g' upon the end opposite that having the lanyards, which ropes are fastened in any desirable way, either to the connecting-ropes or to the cross-bars at that end of the raft.

The raft is further provided with life-lines h , fastened to the cross-bars; the foot-ropes m , if desired, and life-belts n , which are made in the ordinary form of the belt life-preserver, and which are contained in the sections or compartments, being fastened either to one of the cross-

bars or to one of the ropes, and being adapted to embrace the body of the occupant. These life-belts have ropes by which they can be tied about a person, and when the belt is secured to a cross-bar the bar opposite the same may be provided with a cushion to cover its sharp edge.

A raft such as is shown in Fig. 1 is capable of supporting in the compartments *d* nine persons.

While it is desirable that each cross-line of compartments be separated by a transverse section not adapted for use in receiving persons, yet I do not confine myself to this construction, but may utilize all the sections for receiving persons, if desired, and the raft may be made with as many compartments as required.

I do not intend to confine myself to the use of ropes for connecting the cross-bars, but may use any material that shall have sufficient flexibility.

The raft can be rolled up and stowed in a small compass, and is ready for use at a moment's notice, and being made principally of cork and light wood, it can receive from age or disuse no damage to its buoyancy. Its construction renders it capable of being made of a size to suit any purpose for which it may be required. Non-extinguishable lights, such as are now used to ignite by contact with the water, may be attached to the raft, so that its position may be known at any time. The raft is suitable for either smooth or rough water. Its construction is simple and inexpensive.

Having thus fully described my invention, I claim and desire to secure by letters patent of the United States—

(1) In a life-raft, the combination of cross-bars of cork, battened or otherwise confined between two surfaces of wood or other material, longitudinal connecting-ropes *b*, and the cork floats *c*, strung upon said ropes between the cross-bars, all arranged to form open compartments or sections *d*, substantially as described.

(2) The combination, in a life-raft, of the buoyant cross-bars, the longitudinal connecting-ropes *b*, and the cork floats strung or otherwise secured thereto, with the life-belts *n*, secured to the cross-bars and within the sections *d*, substantially as and for the purposes described.⁷

THOS. B. GRIFFITH.

Witnesses:

F. F. RAYMOND, 2d,
J. F. LEAMANN.

MEMORANDA.

In the matter of Thomas B. Griffith's life-raft. United States Letters Patent No. 235,946.

First. The device is called Griffith's life-raft.

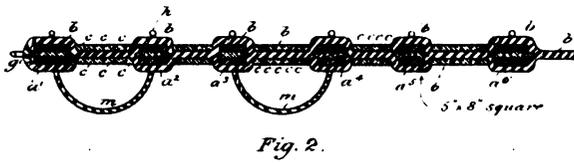
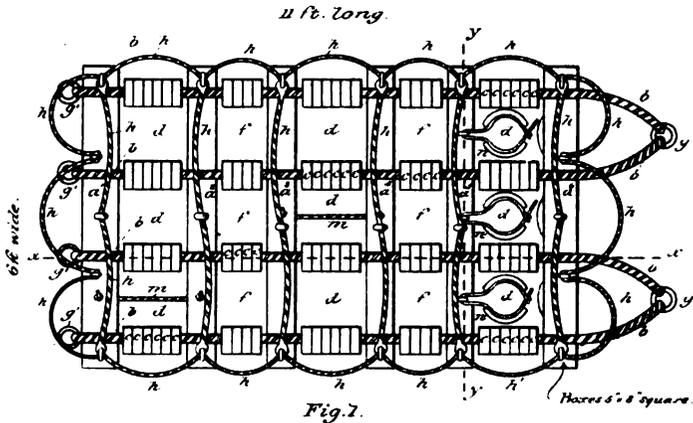
Second. Said device is covered by letters patent of the United States No. 235,946.

Third. The device is composed of the following parts: *a' a² a³ a⁴ a⁵ a⁶*, cross-bars of cork, confined between two surfaces of wood; *b b b b*, ropes connecting the cross-bars; *c c c c c*, cork-floats strung upon rope *b* to separate the cross-bars *a' a²*, &c., at the same time adding to the buoyancy of the raft; *h h*, life-lines; *m m*, foot-ropes; *n n*, life-belts; *g g*, lanyards; *g' g'*, rings for tow-ropes or to fasten to wreck for ladder.

Fourth. See accompanying copy of specification, with drawings, for full description. (Exhibit B.)

Fifth. All cork used is good and solid cork, about two inches thickness.

T. B. GRIFFITH.
Life Raft.



Sixth. A six-box raft, about six feet wide and eleven feet long. A seven-box raft, about six feet wide and two feet long. A nine-box raft, about six feet wide and fourteen feet long. Floats *c c c c* are about two inches in thickness and four-and-one-half inches in diameter. Boxes *a' a'*, &c., are about six feet long by five inches by eight inches and filled with cork.

Seventh. A six-box raft weighs about one hundred and fifty pounds; on basis of one hundred and eighty-seven and one-half to each, sustains three persons. A seven-box raft weighs about one hundred and seventy-five pounds and sustains about four persons. A nine-box raft weighs about two hundred and twenty-five pounds and sustains about five persons. Will keep afloat from thirty to sixty persons each.

Eighth. A six-box raft costs about \$75. A seven-box raft costs about \$85. A nine-box raft costs about \$100. Smaller ones are made for prices varying according to amount of materials used.

Ninth. See patent plans; also circular dimensions on patent plans or drawings.

Tenth. Said rafts can be rolled up and and securely fastened together by short ropes passing through the rings *g g* and stowed away in a very small space on ship-board, or in life-saving stations. When they are to be used, the ropes passing through the rings *g g* are made fast to long ropes, which are thrown to the wreck from the shore by such means as may be at hand for that purpose, and the raft drawn to the wreck. The people on the wreck make themselves secure to the raft and are drawn to land by the people on shore, when, perhaps, no kind of a boat could live in the surf and accomplish the work. Or it may be taken to the wreck by life-boats and shifted around the same for those who are in the water to cling to until they can be picked up by boats or towed ashore. Or it can be made fast to the side of the wreck, and used as a ladder for the timid to get to the boats, and then thrown off, and used by those left on board to escape.

If every coasting vessel had one of said rafts, there would be but few deaths, comparatively speaking, as they are so light, so easily handled, and so indestructible, that in most cases the crew could escape and float until they reached the shore or were picked up. By its construction it furnishes great facilities for those struggling in the water to grasp it; also for those upon the raft to draw others upon it without danger to those already upon it, as in the case of a boat nearly full.

While it will not sustain but about three to five persons, dead weight, above water, yet it will sustain and keep from drowning, by utilizing the facilities attached to it, from thirty to sixty persons.

Oars can be strapped to each of the six-foot boxes, which will enable the persons wrecked to give direction and motion to the raft, if desired."

V.

UTILITY FOLDING LADDER.

NEW YORK, August 17, 1886.

S. I. KIMBALL, Esq.,

General Superintendent U. S. Life Saving Service,

Treasury Department, Washington, D. C.

DEAR SIR: We have the honor herewith of making application to have the Utility Folding Ladder, manufactured by us, examined by the Board on Life-Saving Appliances.

19921 L s—34

We shall try to, so far as lies in our power, comply with the general regulations sent us from your office, but owing to the writer's ignorance of some of the details called for, it is hoped that the sample ladder sent may be accepted as supplying any deficiencies in description.

1. Name: Utility folding ladder.
2. Patented August 14, 1877.
3. (Nomenclature of separate parts not given).
4. The utility folding ladder, as shown in the cut, consists of a swing ladder with locust rounds and wrought-iron links. Between each pair of rounds is a light frame of iron, which keeps the ladder out from the side of the pier, vessel, or house. A double hook on the upper end sustains the ladder when in use, and to which the ladder is fastened by links of wrought iron, or chains, as seem most desirable. It can be folded into a very small compass, and weighs from twelve to eighteen ounces to the foot, according to the strength desired.
5. The materials used in its construction are the very best—Norway iron and locust rungs.
6. The iron used is one-half inch, five-eighths inch, or three-fourths inch, and the rungs one inch in diameter; the width of step is thirteen inches and its length fourteen inches; the weight as before mentioned.
7. The weight is according to strength and length of ladder.
8. The apparatus or ladder will be delivered to the Government, free on board, at New York, at sixty-five cents per running foot for the lightest, or No. 1; seventy-five cents per running foot for the medium, or No. 2; and one dollar per foot for the heavy, or No. 3, in lengths over twenty feet. In lengths of less than twenty feet the prices for the Nos. 1 and 2 will be eighty cents, and for the No. 3 one dollar and ten cents per running foot, owing to the expense of forging the hooks.
9. The ladder is made entirely by hand forging and bent over molds for the purpose. The rungs are purchased in strips, allowed to season, then carefully culled, and turned to the proper size on hand lathes. Each part is forged to pattern by one smith, put together by another, and riveted. When a ladder is completed of the required length, it is then carefully tested and examined for imperfections. If any are found, the piece condemned is removed and a new one substituted.
10. In using the apparatus, a line is made fast to the handle between the hooks and remains coiled or fastened in any way on top of the ladder. For use on ship-board the hooks are first placed under the rail or over the hatch-coamings and the ladder flung overboard or dropped down the hatch; the more weight there is placed upon it making it more secure. For use in ferry-slips, pier-heads, &c., it is first hooked into or under the string-piece of the pier and then thrown overboard; the sharp points provided at the end of the hooks can be easily driven into the wood, to secure a firm hold, by a simple kick of the heel. Should the ladder become twisted or bent, it is easily straightened by hand without impairing the strength.
11. (Description under Caption 11th, required by regulations of the Board, not applicable in this case.)
12. We find it impossible to furnish more accurate drawings or information than the ladder sent you, and the accompanying circulars.
13. We particularly claim for this ladder that if provided by ferry companies for their boats and slips, many a life would be saved that is now lost by inability to properly reach the drowning person. Few, except seamen and professional acrobats, will descend a vessel's side or the end of a pier by a rope, and those in peril, who may have succeeded in securing the end of a rope thrown them, generally exhaust themselves

in vainly trying to raise themselves out of the water by it. By the use of this ladder they would not only find a foot-rest, and, consequently, restored presence of mind and energy, but the merest tyro in such matters could render them all the assistance needed. On ferry-boats whose guards are high out of the water, and which have no amidship gangways, one must float or swim nearly their entire length before being able to get assistance from the deck. This ladder can be thrown from any part of the vessel. On excursion barges and steamers conditions prevail that should one be so fortunate as to secure a life-preserver when overboard, there is generally no means of getting on board again, and in the majority of instances to fall overboard is to perish.

Along the docks there are generally no means of ascent, and one falling from them cannot be rescued unless an expert swimmer is at hand to save, and many a person has sunk in plain view of dozens of people along the docks, because no one was sufficiently skilled to descend a rope to the assistance, or ascend again after rendering it to the unfortunate victim. With these ladders at hand it was easy for all to have rendered it.

We believe the Board to be practical men, thoroughly acquainted with the needs and necessities of the Life-Saving Service everywhere, and under all conditions, and forbear to present any of the many other circumstances in which this ladder would be useful as an instrument in saving lives.

Hoping our apparatus may meet their approval, we have the honor of remaining

Very respectfully, your obedient servants,

UTILITY FOLDING LADDER COMPANY.

Per S.

VI.

MAGNETO-CALL SYSTEM.

BALTIMORE, MD., *August 18, 1886.*

S. I. KIMBALL, Esq.,

General Superintendent, U. S. Life-Saving Service,

Washington D. C.

DEAR SIR: Inclosed we beg to hand you a drawing of our magneto-call system as adapted to the Life-Saving Service.

Fig. 1 shows a magneto bell in signal house or central station.

Fig. 2 shows an iron shell on a pole with a magneto bell on the inside.

This system is not covered by patents.

In the signal station a magneto bell is to be placed (Fig. 1) with a lightning arrester, switch, and auxiliary bell. Along the coast at a distance of half a mile, or as far apart as may be desired, is to be placed an iron shell with a magneto call-bell inside. (See Fig. 2.)

The magneto-bell case is to be made of the best black walnut, and with the most approved magneto-electrical apparatus inside, and the iron shell of the best cast iron, and to be made water-proof and sand-proof.

The size of the iron shell will be about 20 inches high, 12 inches wide, and 8 inches deep, or if any other size is desired we will make it to conform. The magneto bell is 9 inches long, 6 inches wide, and 5 inches deep, with a crank on the front to send in an alarm.

We will furnish the iron shell with a magneto bell inside for \$16 complete. The magneto bell for signal station, with switch, lightning arrester, and auxiliary bell, for \$12, complete.

The iron shells will be numbered in rotation, and when a patrolman desires to send in an alarm to the signal station he will go to a pole and send in the number of the box by turning the crank of the bell, which will cause the signal to be reproduced on the bell in the signal station.

By the use of this system the interruptions incident to the use of a battery are entirely obviated—such as the battery becoming exhausted, the connections corroding and thereby breaking contact, and the freezing of battery in winter.

The magneto system is not liable to get out of order; the parts are all adjustable, and an answer can be returned from the signal station to indicate to the patrolman that his signal has been received and is understood.

Yours, very truly,

VIADUCT MANUFACTURING COMPANY.
FRANK DUNN,
Superintendent.

VII.

DESCRIPTION OF DOBBINS' PATROL KEY-SAFE.

(Plate VII.)

1. Patrol key-safe.
 2. Not covered by letters patent.
 - 3 and 4. Cast in beveled box shape with opening in front for iron door, self-fastening.
 5. Cast-iron casting, tapered to set in post.
 6. Dimensions, seven and one-half inches square in front and three and one-half inches square in rear.
 7. Weight, about ten pounds, complete.
 8. Cost, about three dollars each.
- In use in U. S. Life-Saving Service.
Drawings and key-safe submitted.

D. P. DOBBINS.

VIII.

DESCRIPTION OF DOBBINS' IMPROVEMENT IN LIFE-CARS.

"1. Name, &c: Improvement in life-car is not covered by letters patent. It being admitted that the metallic life-car is not suitable to be suspended and operated on the hawser communication to a wreck at long range, I have undertaken to make the car more secure and better adapted to the service required of it afloat, and operated by the whip without the aid of the hawser. As the present hatch covering is most liable to be lost or crushed out of shape for use, I propose to discard it and substitute close-fitting hinged hatches or doors opening inward and closed tightly by bar and set-screws, and which can be fastened or opened from inside or outside; that is, under the control of the occupants on the inside or the operators on the outside. And to facilitate

Fig. 1.

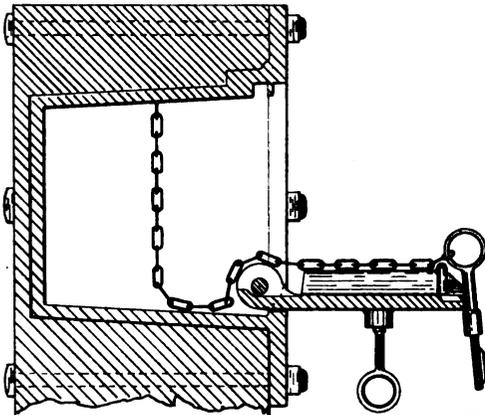
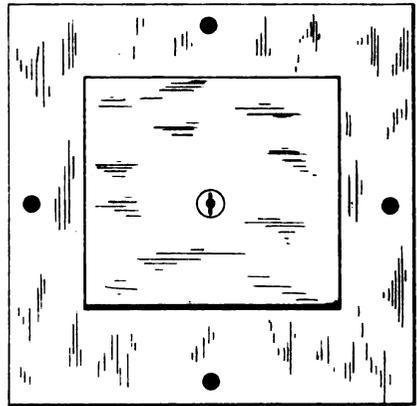


Fig. 2.



Dobbins Patrol Watch key Safe .

Fig. 1. Sectional view of Safe with door open and watch key hanging out.

Fig. 2. Front view of Safe with door closed and locked



Fig. A.

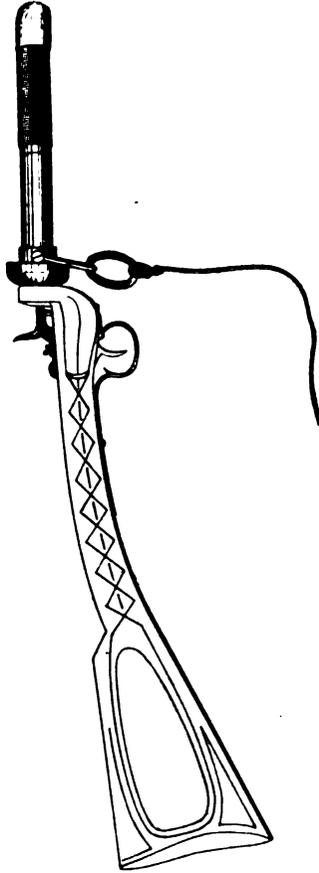
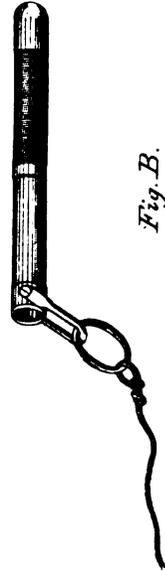


Fig. B.



**The Messenger,
Bigersoll Life-Saving Projectile.**

and render the embarkation of passengers more secure and safe, I propose to attach a funnel-shaped canvas chute to the coamings of the hatch, fitted with *draw* strings and guide-lines, to be operated from the deck or side of the wreck, and prevent the shipping of water into the necessarily open hatch entrance of the car, and so constructed as to afford the messenger-guide, which should always be dispatched with the car, protection in his position in the hatchway. This improvement is proposed to be applied to cars that are fitted with false bottoms and made self-ballasting and self-righting, and which I have heretofore submitted to this Board and which was approved by the Board. And I would further suggest that a simple rotary pump capable of expelling any water that might from any cause enter the car, and by the reverse movement force fresh air into the inclosed car for the relief of its occupants, could be arranged at small cost, and the car thus made comfortable and safe for the occupants."

"All of which is respectfully submitted."

D. P. DOBBINS.

IX.

DESCRIPTION OF DOBBINS' MARGINAL INDEX FOR THE INTERNATIONAL CODE SIGNAL BOOK.

"I have the honor to present to the Board on Life-Saving Appliances a form for marginally indexing the International Code of Signals, which form I have found, in practice, to work with admirable precision in signaling with great rapidity.

Top.—Marginals, in "red" letters, denote first letters of signals received in three flag hoists.

Side.—Marginals, in *red* letters (C, D, and F), are first letters of the Vocabulary and Universal Signals, four flag hoists.

The *black* alphabet are first letters of subjects (key words) you wish to communicate.

Bottom marginals denote position of compass, time and date, coin, weight and measure, numeral, alphabetical spelling, table and alphabetical geographical index.

All of which is most respectfully submitted as a most convenient and practical method of communication with the International Code of Signals."

D. P. DOBBINS.

X.

THE MESSENGER.

INGERSOLL'S LIFE-SAVING PROJECTILE.

(Plate VIII.)

[Printed description.]

"This device will carry a life-line with unerring certainty over the highest dwelling in New York city. The principle is entirely novel and original. The explosive being confined within the "Messenger," to

which the line is attached, the friction is thereby reduced to a minimum, thus securing for itself the greatest possible projectile force.

A life-saving line may be thrown at a moment's notice over a burning building, a stranded ship, or to a man overboard struggling for a life which can only be saved by prompt and efficient action.

This appliance being always ready for instantaneous use, assures the needed assistance to lives in peril, whether the weather be fair or boisterous, the sea smooth or rough, and by night or by day, avoiding altogether that delay which is often fatal."

"Address Simon Ingersoll, Glenbrook, Conn."

XI.

IMHAUSER'S WATCHMAN'S IMPROVED TIME DETECTOR OR PATROL CLOCK, SUPPLIED WITH SAFETY LOCK ATTACHMENT.

(Plate IX.)

Directions for use, (by inventor.)

"Take the watch out of the leather pouch, open it with the key for the lock.

Take the nut off the arbor, also the dial, putting on a new dial, as before, setting it to the correct time.

Wind up the watch to the right.

Lock the watch and put it in the leather pouch.

The middle prong of the fork, opposite the handle, represents the hand.

The watch has a revolving dial and a stationary indicator, and will run about sixty-five hours.

The keys are fastened at the different stations.

The carrier inserts the key in the watch, through the pouch and key-hole, turning it around to the right once.

The keys mark in different circles and are numbered.

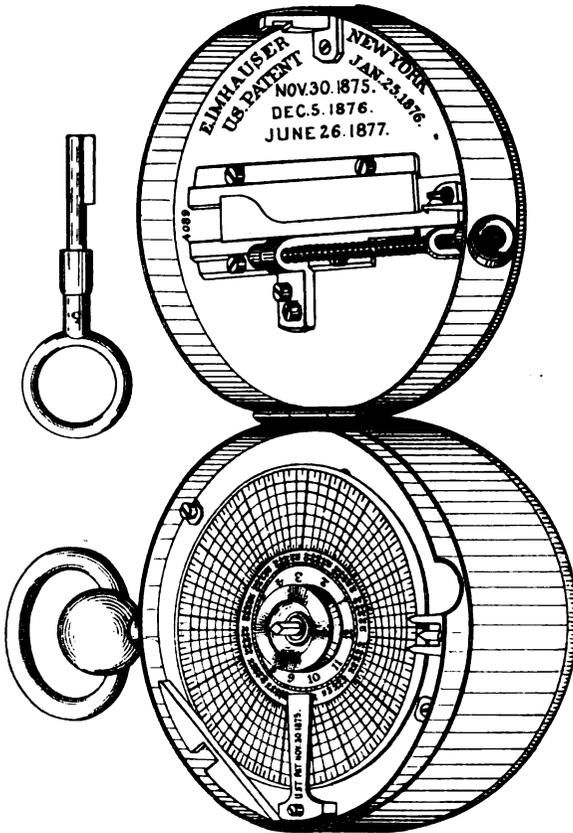
The carrier should not be allowed to take the watch out of the pouch at all.

The watches are in first-class running order.

The carrier of the watch should be notified to handle it with care.

The nut keeping the dial in place must be fastened so that the mark on the top of the nut corresponds with the groove on the arbor, the spring thereby holding it in place. In case the disk carrying the dial should become too loose, take it off and press the tube with a pair of pliers."

IMHAUSER'S IMPROVED TIME DETECTOR OR PATROL CLOCK



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